The Bombay Gazette.

569

No. 7,262.—New Series. BOMBAY :—TUESDAY, JUNE 22, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage	„ 72 0
For half year in advance, delivered in Town	„ 26 0
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TERMS FOR ADVERTISEMENTS.

Ten lines and under	
First insertion	Rs. 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
Fourth and succeeding insertions	„ 0 2½ As.

per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

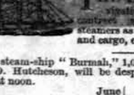
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the Bombay Gazette."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Burmah," 1,025 Tons, 200 H. P., Commander C. G. D. Hutcheson, will be despatched on Tuesday, the 22nd June at noon.

June.	July.
Leave Bombay 22	Leave Madras 5
„ Carwar 24	„ Cocanada 7
„ Narzakal 26	„ Vizagapatam 8
„ Tuticorin 28	„ Bimlipatam 8
„ Colombo 29	„ Coconada 10
„ Galle 30	„ False Point 10
July.	Arrive Calcutta 11
„ Negapatam 2	

During the S. W. Monsoon, viz., from the beginning of June to end of August, the steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin; but passengers for these ports and the Malabar Coast may be landed at Narzakal, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

The steam-ship "Cashmere," 1,028 tons, 200 H. P., Commander H. T. Dickinson, will be despatched on Saturday, the 26th June, at 4 P. M.

Up. June.	Down. July.
Leave Bombay 26	Leave Bussorah 16
„ Kurrachee 30	„ Fao 18
July.	„ Bushire 20
„ Guadur 1	„ Linga 22
„ Muscat 4	„ Bunder Abbas 24
„ Bunder Abbas 6	„ Muscat 26
„ Linga 7	„ Guadur 28
„ Bushire 10	„ Kurrachee 31
„ Fao 11	August.
Arrive Bussorah 13	Arrive Bombay 3

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Saturday, at 4 P. M.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

NOTICE.—Consignees of the following Goods, landed from the wrecked ship Bucentaur, are requested to communicate with the undersigned, and if not claimed within two days from this date will be sold by Public Auction on account of whom it may concern :—

T E	2 Bales shipped by G. King & Co.
C X N	2 Cases „ W. H. Nott & Co.
G E S & W C I	„ „ Dadabhoy Nowrojee & Co.
H H	8 Bales „ D. D. Cama & Co.

STENHOUSE & Co.,
Agents for Captain Joan Webster.

21st June, 1869.

REDUCED FARES OVERLAND.

During the Monsoon months the rate of passage-money to Suez by the Bombay and Bengal Steam Ship Company is reduced to £40 first class.

The cost of passage to Marseilles is thus £52, or for a party of four persons £50 each.

These rates are exclusive of Railway transit in Egypt, the cost of which by local train is £1-15-3.

Bombay, 10th June, 1869. STEARNS, HOBART & Co.

NOTICES.

MESSRS. M. B. COHEN & Co., Shipping and General Commission Agents, No. 8, Meadow Street, entrance Bell Lane. M. B. COHEN & Co.

29th January 1869.

N. B.—Orders from Up-country promptly attended to.

MUSICAL BOXES, JEWELLERY, CLOCKS.—Our stock has been replenished, and offers the most complete assortment desirable.

FAVRE, LEUBA, & Co.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA, & Co.

KEYLESS WATCHES.—For which the undersigned have also obtained the only first class Prize Medal at the Bombay Exhibition. This watch is pronounced by competent judges to be the most practical and best time-keeper ever produced.

FAVRE, LEUBA, & Co.

RS. 50. SILVER WATCH.—The only first class Prize Medal was obtained by the undersigned at the late Bombay Exhibition for this Watch: its durability and excellent way of keeping time cannot be surpassed at the

FAVRE, LEUBA, & Co.

RUSSELLET and Co.

Est. 32 Just 1835.

WATCHMAKERS, JEWELLERS, AND ENGRAVERS.

6, Meadow Street,
Importers of English and Foreign Watches and Jewellery of all kinds.

Sole Agents in India for Pateck, Benoit, and Courvoisier Brothers' Watches.

Always on hand a large stock of Gold and Silver Watch of all descriptions, sizes, and prices, Railway Time-keepers, (Keyless), Repeaters, and Soldiers' Watches.

Guarantee given with every Watch.

A beautiful assortment of made Jewellery, Silver and Plated Ware.

American, French, and English Clocks in great variety.

Repairs of all Kinds carefully executed. Orders from up-country stations punctually attended to, if accompanied with a remittance. ESSELET & Co.

MEDICINE CHESTS.—D. S. KEMP & Co.'s Chests are unsurpassed in completeness, compactness, and convenience by those of any other makers or dealers in England or India. References can be given to numerous purchasers, who have expressed their liveliest satisfaction at the excellence of the Medicine Chests sold to them.

They are all made by the best English workmen, and are filled and furnished with the most minute attention by D. S. K. & Co.

There is hardly a station in this presidency where one of these Chests is not to be found, and D. S. K. & Co. would take the liberty of referring to any one whom they have supplied for an opinion as to his purchase.

It need scarcely be stated that a Medicine Chest has now become a necessity to every European in this country; the climate being such that all ought to familiarize themselves with the use of such simple remedies as are required to avoid serious indisposition.

To all large employers of labour a small portable dispensary is essential. D. S. K. & Co. prepare, and furnish such dispensaries, with numerous special remedies such as Fever mixture, Cholera mixture, &c., of the efficacy of which they are well assured; and with books of instruction adapted to them.

For the smaller Chests D. S. Kemp's "Companion" is remarkably useful.

D. S. K. & Co. have twenty regular patterns on their list, descriptions of all of which will be furnished on application. Numerous other Chests are also on hand and will be described if suited to the wants of the enquirer.

Bombay. D. S. KEMP & Co.

KEMP'S LIQUOR CHIRETTINÆ, or SOLUTION of SACCHARO-CHIRETTINE.—Containing in a purified and concentrated form the medicinal principles of the herb Chiretta. A Tonic and Febrifuge of great power, remarkably beneficial in all cases of muscular and nervous debility and of functional derangement, whether arising from long residence in a Tropical climate or from severe illness.

PREPARED ENTIRELY WITHOUT THE USE OF HEAT

AND ONLY BY

D. S. KEMP & Co.,

PHARMACEUTICAL CHEMISTS, BOMBAY & POONA.

Rs. 2-8 and Rs. 4 per bottle

INFALLIBLE REMEDY

FOR

INDIAN RINGWORM OR DHADUR.

(See "Times of India," 9th September 1868.)

GOA POWDER.

MENTIONED IN THE NEW INDIAN PHARMACOPŒA,

(but with an erroneous reference as to its composition.)

No medicine has done more to assuage suffering in this country; all classes, European and Native, can now testify to its value.

a Powder	12 as. per phial.
Solution of Goa Powder (Liquor Acidæ Salicylici)	12 as. „

A liberal discount to the trade and to charitable institutions.

Bombay, 30th January 1869. D. S. KEMP & Co.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £57 10s., 2nd class £36 5s. } of Wines.

Steamers will leave Bombay every four weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship Neera, 2,900 tons, Captain Hanscom, will be despatched on Wednesday, the 23rd June.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

½ Doz. Silk and Wool Shirts.	1 Rug with Straps,
½ „ Under Vests.	1 Mauld.
2 „ Linen Collars.	1 Inverness Cape.
1 „ Fine Cotton Socks.	1 Hand Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
½ „ Fine Merino Drawers.	1 Clothes Bag.
½ „ Coloured Handkerchiefs.	1 Travelling Hat.
1 White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

BOMBAY GAZETTE OVERLAND SUMMARY.

The "Bombay Gazette" Overland Summary is now Ready.

It contains, in addition to all the News of the Week, a specially written Market and Freight Report, and a well-digested Summary of Events.

	Rs. as.
Annual Subscription	12 0
Single Copy	0 4

"Bombay Gazette" Office, Meadow Street, Fort.

THE BOMBAY PRICE CURRENT and SUMMARY of TRADE.

Published once a Fortnight.

It contains a Statement of Imports and Exports; Customs' Duties; Tables of Weights, Monies and Measures; detailed Price Current of Europe Goods, and Eastern Produce; Lists of Shipping Arrivals and Departures for the fortnight; a List of Square-rigged Vessels in Harbour on the date of publication; and a specially written fortnightly Report on the Bombay Market.

	Rs. as.
Annual Subscription in advance	10 0
Single Copy	0 8

"Bombay Gazette" Office, Meadow Street, Fort.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE P. and O. Co.'s s. s. "Travancore," (1,900 tons, and 400 H. P.), Captain C. H. Eastley, will be despatched for the above ports on Friday, the 25th June, leaving Mazagon at noon on that day, carrying H. M.'s Mails, and taking also passengers and cargo for Madras and Calcutta.

No cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's office before 11 A.M. on Wednesday, the 23rd instant.

H. S. BOSTOCK, Actg. Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 19th June, 1869.

NOTICE.—Consignees of Cargo per Ship "Athena," Captain R. Hutchinson, from Liverpool, are requested to send off Boats for their Goods without delay, otherwise the same will be landed by the Captain as they come to land at the expense and risk of the concerned.

Captain Hutchinson will not be responsible for the condition of any package after it leaves the Ship's deck.

STENHOUSE & Co., Agents Ship "Athena."

NOTICE.—The Money Order Agency at Punderpore has been closed from the 15th instant.

EDWARD RULE, for Controller.

Chief Office, Bombay, 19th June, 1869.

LOST, the undermentioned Cheque on the Chartered Bank of India, Australia, and China :—

No. 247, dated 18th June, 1869, for Rs. 25,000, drawn by Karsandas Madhowdas, in favour of Mooljee Lilladhur. Payment has been stopped at the Bank.

Bombay, 21st June, 1869.

NOTICE.—To be sold, to cover the expenses, on account and risk of Mr. William Nock, Jr., of the Customs Preventive Service, one White Marble Tomb, 3-6 by 1-10 in two pieces only (completed 4 years ago). For particulars apply to the undersigned.

W. F. ANNUNCIATION,
Undertaker, No. 29 Portuguese Church Street, Calbadavie.

Bombay, 22nd June, 1869.

CHINA MERCHANT STEAM NAVIGATION COMPANY.—A quorum not having been formed yesterday, the General Meeting of the Registered Shareholders of this Company has been adjourned this day at 4 P.M., at the office of Cassumbhoy Dhurrumsey, Esq., No. 14 Apollo Street, for the purpose of appointing an Auditor or Auditors to audit the accounts made up to the 31st ultimo.

MUNCHERJEE C. RUTNAGUR, Manager.

Bombay, 22nd June, 1869.

TREACHER & Co. (Limited).

NOTICE is hereby given, that the Fifth Annual General Meeting of Shareholders will be held on the Fort new premises, on TUESDAY, the 29th June, 1869, at 3 P.M.

1st.—To receive the Accounts made up to the 31st March 1869 and the Directors' Report.

2nd.—To elect a Director.

3rd.—To elect Auditors.

4th.—To fix the date for the next Annual General Meeting.

By order,
Wm. COLCLOUGH, General Manager.

Bombay, 21st June, 1869.

BOMBAY WATER WORKS.

NOTICE.

Notice is hereby given, that the VEHAR WATER will be ENTIRELY SHUT OFF from the Island on THURSDAY NEXT, the 24th instant, at about 6 A.M., and that the MAIN will remain CLOSED for the WHOLE DAY.

Houses should therefore be provided with the requisite supply of water a day previous to the closing of the Main.

C. THWAITES,
Acting Executive Engineer, Municipality,
Water Works Department.

Bombay, 21st June, 1869.

NOTICE.

THE SOUTHERN INSURANCE COMPANY (LIMITED).

Registered Capital—One Million Sterling.
Paid-up Capital—One Hundred Thousand Pounds.
Reserve Fund—Forty Thousand Pounds.

Head Office—MELBOURNE.

The undersigned having been appointed Agents are prepared to grant Policies of Marine Insurance.

J. N. WADIA'S SONS & Co.

No. 5 Bora Bazaar Street, Bombay, June, 1869.

TO CAPITALISTS, BROKERS, AND OTHERS.—The undersigned is prepared to receive offers for the following most valuable property, viz :—

All that piece or parcel of ground, with the bungalow and out-houses standing thereon, and containing several valuable wells, situate in Love Lane, Mazagon, admeasuring 21,911 square yards or thereabouts, and registered by the Collector of Land Revenue under No. 46, and by the Collector of Assessment under No. 16, subject to a yearly ground rent of Rs. 6, and bounded as follows, viz.—east by the property of His Highness Aga Khan, west by the property of Dr. Baptista, north by Love Lane, Mazagon, and south partly by property belonging to the estate of the late Cursetjee Merwanjee Patell and partly by the property of Sir Jamsetjee Jejeebhoy, Baronet.

The highest offer which may be made on or before the 24th instant will, if suitable, be accepted, upon payment of such deposit as may be agreed upon, and subject to the approval of the High Court, which would immediately be applied for.

JOHN GREENWOOD,
Receiver of the Estate of Cursetjee Merwanjee Patell, deceased
Elphinstone Circle, 18th June, 1869.

NOTICE TO CONTRACTORS, MERCHANTS, and OTHERS.—To be sold by PUBLIC AUCTION, on the 1st of July 1869, and following days (Sundays excepted) until all the articles are disposed of, at the Harbour Defence Workshops, Mazagon, a quantity of GOVERNMENT STORES and PLANT returned from ABYSSINIA, consisting of—

Contractor's Rails and Sundry Railway Gear.
Hand and Self-acting Lathes.
Ice Machine and Portable Steam Ovens for Bread baking.
Zinc Troughs for Watering Cattle.
Wheels and Axles and Axle Boxes for Trucks.
Iron Chains of sizes.
Bars of Iron and Copper.
About 5,000 pieces of Teak and Jungle Timber and Planks, assorted sizes.
A quantity of Tools for Carpenters, Smiths, Miners, Masons and general Workshops.
Bamboo Poles, Teak Rafters, Teak Piles, and a variety of general small stores.

The sale will commence at 11 A.M., daily.

Terms—25 per cent. on the Lots being knocked down, and the balance to be paid and the Lots to be removed within three days, or they will be resold at the risk of the first purchaser.

The stores for sale can be seen on application during office hours at the office of the

EXECUTIVE ENGINEER,
Bombay Defences.

PRICKLY HEAT,

and all consanguineous affections of

THE SKIN,

resulting from its excessive action in

TROPICAL CLIMATES,

may be safely prevented, or at least relieved, by the constant daily use of

MACDOUGALL'S PATENT

BATH SOAP,

recognised by modern hygienic science as the most valuable antiseptic and sanative detergent for the skin.

Sold in

	Cash.	Credit.
	Rs. as.	Rs. as.
Bars, each	1 12	2 0
Tablets, each 8 as. per doz.	5 4	6 0

SOLE AGENTS—

TREACHER & Co. (Limited.

WINES, SPIRITS, BEER, &c.

IMPORTANT.

MESSES, MERCHANTS, and RESIDENTS, in Western India should apply to CUTLER, PALMER, & Co., Dean Lane, Bombay, for such Wines, Spirits, and Cordials, as

Amontillado, a choice after-dinner Wine—Dry.

Braunberger, a fragrant dessert Wine.

Clarets, of the best growths to ordinary, in Quarts and Pints, See List.

Chambertin, the elite of Burgundies.

Curacoa, white or orange, in Quarts and Pints.

Charlis, the Wine to be served with Fish.

Cherry Brandy, after-dinner Liqueur.

Dry and Very Dry Champagne, in Magnums, Quarts, and Pints, three qualities.

East India Madeira, of magnificent character.

Fine Sparkling Nonpareil and other Hocks, specially prepared for India.

Gin, best London distilled, dry and soft.

Geneva, best Dutch.

Hochheimer, a light refreshing Wine in hot weather.

Invalids' Port, really and truly splendid Wine.

Johannisberger, a rècherchè Cabinet Wine

Liebfraumilch, another style of Cabinet after-dinner Wine.

Moselle Nonpareil and Muscatel, the finest, sparkling, brilliant condition.

Marsala, pale Virgin, good dinner Wine.

Macon, cheap dinner Burgundy.

Nuits, a dinner Burgundy, good quality.

Orange Bitters, pure, recommended for use before dinner.

Ports of various qualities, in Quarts or Pints.

Rum, the best of old landed Jamaicas.

Rudesheimer, full bodied dinner Hock.

Sauterne, delicate and fine flavoured.

Traminer Forster, a very choice dessert Hock.

Very old and choice pale Cognacs to medium quality.

Whisky, Scotch and Irish, old, soft, and mellow.

Xeres or Sherry Wines, in six styles, dry and pale, gold, &c.

Yquem Sauterne, shipped to order.

Zara, Maraschino di, a choice Italian Liqueur.

Unexceptionally good Terms to Traders. Quotations given at Dean Lane, Bombay.

NOTICE.

Our heart-shaped Labels and distinctive Coloured Seals, originated and used by us since 1815, are now extensively imitated in India. We beg our friends and the public will ask for our Trademark Label and Brand when ordering Wines and Spirits, and so prevent fraud.

Being WINE MERCHANTS in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders, on orders of 30 dozen, are most liberal, and in like manner we give excellent value to private consumers, from whom we solicit comparison with other brands at our quotations.

TRADERS indenting on us for not less than 100 dozen of any one Wine (Champagne and Moselle included) may have their own names branded on the corks and cases if desired.

We take Shipping Orders for Wines in Wood :

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.

SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.

PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.

COGNACS and other Spirits, according to age, at per Gallon

CUTLER, PALMER, & Co.,

WINE MERCHANTS,

DEAN LANE, BOMBAY.

Established in Bombay in the year 1842;
and in Bordeaux and London 1815.

London Houses	Wholesale and for Export only—Tower Bonded Vaults, Mark Lane. Retail—Charing Cross Railway Arches, Villiers Street, Strand.
Bordeaux House	Wholesale and for Export—Place du Champ de Mars.

REPRESENTATIVES IN

China,	Colombo,	New Zealand,
Calcutta,	Kurrachee,	Manilla,
Madras,	New York,	New Orleans.

CHATEAU PALMER.—The undersigned have now received their first supply of this excellent Claret which they have protected by their Trade Mark.

Chateau Palmer is a highly esteemed Bordeaux in Europe. Price Rs. 22 per dozen. CUTLER, PALMER, & Co.

FOR SALE, at the Godowns of the undersigned, the following just arrived :—

Old Tom, Swaine Bourde & Co.
Port Wine, Wm. Maxwell & Co., Liverpool.
Porter, Tennent's XXX.
Champagne, fine.
Sherries, do. and medium.

A. J. KINLOCH & Co.,
No. 1 Military Square.

FOR SALE, by the undersigned, J. Cockburn's and Campbell's (Edinburgh) well known Wines.

Fine Pale Sherry	Quarts. Rs. 27	per doz.
Fine Very Pale	„ „ 27	„
Fine Pale	„ „ 29	„
Superior Port	„ „ 27	„
Do. do.	Pints. 14	„
Brandy	„ „ 32	„

EWART, LATHAM, & Co.

12th May 1869.

FOR SALE, at the Godowns of the undersigned—

Barclay and Perkins' Porter, Quarts at Rupees 5 and Pints at Rupees 3-8 per dozen.... ... ... } Bottled by J. W. Bridges and Son.
Rose', Pale Ale, Quarts at Rupees 5-8 and Pints at Rupees 3-8 per dozen }

Dublin Stout, bottled by J. M. Borthwick, Quarts at Rupees 4-12 and Pints at Rupees 3-8 per dozen.

Also small quantities of fine Pale Sherry, at Rupees 24 per doz.

Full flavoured Port, at Rupees 20 per dozen.

SIR C. FORBES & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, ex "Courrier de Bombay," from Bordeaux—Messrs. Finke & Co.'s famous Wines.

Claret.—Medoc St. Julienne	each case 4 doz.	Rs. 10	per doz.
Do. Pauillac	„ 4	„ 12	„
1864 Monton d'Armaillacq	„ 1	„ 15	„
186[illegible] Chateau Larose	„ 1	„ 20	„
1864 Chateau Lafite	„ 1	„ 25	„
Brandy.—Robin & Co.'s 3 years old	„ 1	„ 22	„
Do. 10	„ 1	„ 30	„
Finke & Co.'s fine Champagne Cognac	„ 1	„ 20	„
Sherry.—Gibb & Bruce's green seal	„ 2	„ 18	„
Do. red	„ 2	„ 22	„
Do. Amontillado	„ 2	„ 30	„

Also, a few cases of fresh Salmon in excellent condition each case 1 lb. tins Rs. 9 per dozen.

MACNEE, THOMSEN, & WARNEKEN.

CHARLES TOVEY and SON,

SOUTHWARK STREET, LONDON, S. E.

The Agents for the above firm have the pleasure to announce the arrival ex "Gaulois" and "Courier de Bombay" of first shipments of Charles Tovey's Champagnes quoted as follows :—

												Rs.
Ay	...	...	...	...	...	...	...	...	...	...	...	26
Extra dry Sillery Royal	...	...	...	...	...	...	...	...	...	...	...	36
Royal Bouzy	...	...	...	...	...	...	...	...	...	...	...	40
Verzenay Imperial	...	...	...	...	...	...	...	...	...	...	...	50

CHAMPAGNE IN HALF PINTS.

Ay, per case of 4 dozens	...	...	...	...	...	...	...	...	...	...	...	31
Royal Bouzy	do.	(very dry)	...	...	...	...	...	...	...	...	...	50

Attention is requested to the following.

Clarets.—C. T.'s Médoc ordinaire	...	...	...	...	...	...	...	...	...	...	...	15
St. Estephe (2. B.)	...	...	...	...	...	...	...	...	...	...	...	30
Charles Tovey's 1	...	...	...	...	...	...	...	...	...	...	...	40
Sauterne	...	...	...	...	...	...	...	...	...	...	...	25
Burgundies.—Beaune	...	...	...	...	...	...	...	...	...	...	...	30
Chablis	...	...	...	...	...	...	...	...	...	...	...	30
Pouilly Blanc	...	...	...	...	...	...	...	...	...	...	...	25
Sparkling Moselle.—Muscat Moselle	...	...	...	...	...	...	...	...	...	...	...	36
Sherries.—Pale dry dinner	...	...	...	...	...	...	...	...	...	...	...	24
Choice Amontillado	...	...	...	...	...	...	...	...	...	...	...	28
Choicest Solera	...	...	...	...	...	...	...	...	...	...	...	40
Cognac Brandy.—Charles Tovey's $ 1	...	...	...	...	...	...	...	...	...	...	...	32

Pints of most of the above at Rs. 2 per 2 dozen Case extra.

OWEN & O'KEEL, Bombay,
Agents for Charles Tovey and Son.

Agents for Bengal—Messrs. Turner, Morrison, and Co., Calcutta.

TO SPORTSMEN.

A best Patent Centre fire D. B. L. Gun, No. 3,527, in best Oak and leather case, furnished complete, Patent Cartridge loading Machine, waterproof gun cover and bottle of Oil, 400 best C. F. cases, 2 lbs. of Wads, and box of caps for Cartridges ..... Rs. 750 0

A Dougal's single muzzle loading Tiger Rifle in case with fittings 600 0

Rampart Row. THACKER, VINING, & Co.

THE DIVAN EXCHANGE.

5, Apollo Street.

This useful Institution,
The first of its kind,
Needs no recommendation
To the Public mind;
FOR HERE

Good Digestion waits on Appetite, and Billiards (Companion to Health) on both.

"You can't gild refined gold or paint the lily."—Shakespeare, or any other man.

THE POONA HOTEL.

BY JEWANJEE & Co., PROPRIETORS OF BYCULLA HOTEL, BOMBAY.

JEWANJEE & Co. have the pleasure to intimate to the Gentry of Bombay and Poona that the above Hotel will be opened on the 3rd June 1869.

The Hotel is pleasantly situated near the Bund, the compound running down to the River's side. It is a spacious, commodious, new building, and has been fitted up in a style, regardless of expense, so that the comforts of Visitors may be ensured.

Poona, 29th May, 1869. JEWANJEE & Co.

MAHABLESHWUR POTATOES (for Cash only).—Fresh batch just to hand. Four maunds in a basket. Price per basket, Rs. 9.

CHESSON & WOODHALL.

Bombay, 15th June, 1869.

HOUSES, &c., TO LET.

TO LET, a small House opposite the English Hotel, Fort. Rent Rupees Fifty per month. Apply to M. B. COHEN & Co.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO BE LET, from the 10th April, the Bungalow No. 82, Malabar Hill, in the occupation of R. L. Crawford, Esq. Apply to the Manager, Land Mortgage Bank of India (Limited), Parsee Bazaar Street.

NOTICES.

Messrs. BADHAM and COMPANY,

HOSIERS, GLOVERS, and GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.	Rs.	Rs.
BADHAM'S Fine Bro. Cotton Socks, per dozen	12	to 21
BADHAM'S Superfine do.	18	„ 21
BADHAM'S Balbriggan embossed Silk	25	
BADHAM'S Fine Striped and Fancy	14	„ 20
BADHAM'S Mixed Silk and Cotton	25	
BADHAM'S Saxeline Grey and Mixed Merino	13	„ 18½
BADHAM'S Extra Superfine do. Mixed Striped	21	„ 24
BADHAM'S Lisle Thread ½ Hose	20	
BADHAM'S Do. do. Fancy Striped	23	
BADHAM'S Fancy and Striped Silk Socks	25	„ 45
BADHAM'S Ribbed Knickerbocker Stockings for Shikaring, &c., per pair	3	„ 6
BADHAM'S Celebrated India Gauze Under Vests	4½	
BADHAM'S Silk and Wool Pants	6	„ 8
BADHAM'S Bathing Drawers, Plain and Fancy Striped	2½	

SHIRT DEPARTMENT.	Rs.	Rs.
BADHAM'S Wove Flax or Prince of Wales' Shirting, a new material, absorbing and comfortable for the Rains	8½	
BADHAM'S Spun Silk, all colours and new patterns	12½	
BADHAM'S Wove Flannel and Printed Shirts	10	
BADHAM'S Silk and Wool Indispensible	10½	
BADHAM'S French Printed Shirts	60	to 70
BADHAM'S Long Cloth Shirts	45	
BADHAM'S Do. Shirt Studs	55	„ 65
BADHAM'S Cambric Linen Fronts and Cuffs	8	„ 10
BADHAM'S Dress Shirts, Plaited and Embroidered Fronts each	7	„ 30

SCARF AND TIE DEPARTMENT.	Rs.	as.
BADHAM'S SCARFS and TIES. The Zoo	3	0
The Cashmere Row	3	0
The Bond Street	3	0
The Latest Novelty	3	0
The O. K. Thing	3	0
The Badham Bosom	3	0
The Harrogate	3	0

TRAVELLING DEPARTMENT.	Rs.	Rs.
BADHAM'S Overland Trunks, Patent Sock Steel, Protection Ribbs, with Brass Screws—highly recommended	20	to 32
BADHAM'S Solid leather Portmanteaus	50	to 70
BADHAM'S Railway do.	16	„ 30
BADHAM'S Courier Bags	5	„ 12½
BADHAM'S Real Morocco Courier Bags	10	„ 16
BADHAM'S Clothes Bags	5	„ 65
BADHAM'S Whitney Rugs	12	„ 30
BADHAM'S Scotch Mauds	12	„ 34
BADHAM'S Red Blankets per pair	25	

Overland Chairs, Bag Straps, Cholera Belts.

HAT DEPARTMENT.		Rs.	as.
BADHAM'S NAPLES FELTS. Falkland, Eglington, Jerome, Cantal	Drab latest shape, Tall	19	0
Isis, Derby, Worthing, Brighton	Drab and Block	7	8
BADHAM'S DRESS HATS. Falkland, Eglington	The new shape, Extra quality	14	0
Lincoln and Bennetts		16	0

COLLAR DEPARTMENT.	Rs.	as.
BADHAM'S Pall Mall per doz.	7	0
BADHAM'S „ with Tie	7	8
BADHAM'S Belgium	7	0
BADHAM'S „ with Tie	7	8
BADHAM'S Shakspeare	7	0
BADHAM'S „ with Tie	7	8
BADHAM'S Regent	7	0
BADHAM'S Indian	7	0
BADHAM'S West End improved	7	0
BADHAM'S BRACES AND BELTS. Guyot's French Brace	2	8
Ex Long India Rubber	3	0
United Service	3	0
Bridlle Leather Belts	3	0
Patent do. do.	3	0

BADHAM'S ANGOLAS, RIDING CORDS, VESTINGS AND COATINGS. Consists of a large assortment of the latest productions, all well shrunk, for Dress, Riding, Shooting and Hunting Suits. Special white Serges for Cricket and Boating. The Goods are obtained from the best manufactures, and are specially selected for India.

BADHAM'S OVERLAND KIT. The attention of Travellers is directed to this important Department. Those passing through Bombay with little time to spare will find every requisite for a sea or land journey ready for use.

ELLWOOD HELMETS. Hunting, Shooting, Riding, Walking. With patent 'inner-band, fits any shaped Head. A splendid protection.

HAWKES' HELMETS. The new Regulation Helmet bearing the name of Hawkes, patentee, inside.

BADHAM'S GLOVES THE BEST QUALITY. White Kid, Military Doe, Color'd Kid, Dog Skin, Driving Doe Capped Leather

BADHAM'S JEWELLERY. Gold Solitaires, plain	15	to	30
do. do. chased	15	„	30
do. do. enamelled	16	„	30
Gold Sleeve Links	18	„	30
do. Shirt Studs

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

MONDAY AFTERNOON.

INQUIRY for New Bank of Bombay shares at 17 per cent. premium. Not much doing in other shares.

BOMBAY BILL AND STOCK LIST.

BANKS.

Authorised Capital.	Nomi. No. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
		Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
3,140,000	1,000	all	8 p.ct.	Bank of Bengal	1675
1,000,000	500	all	5 p.ct.	Ditto of Bombay New	562½
2,150,000	1,000	all	7½ p.ct.	Ditto of Madras	1556
750,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L.& China	300
700,000	200	all	6 do.	Chartered Bk. of L. & C.	200
1,000,000	500	250	8 do.	Delhi and London	200
1,000,000	250	125	8 do.	National Bank of India	140
500,000	250	all	12 do.	Oriental Bank	412½

PRESS COMPANIES.

40,000	2,000	1,100	200 ps	Albert Co. Kurrachee	850
75,000	2,000	850	300 do.	Alexandria Press Co	900
187,500	12,000	11,000	1750 ps	Apollo Press Co	10,000
80,000	2,000	2,000	400 do.	Bombay Press Co	2,200
...	500	500	100 do.	Do. New	540
...	1,880	1,880	1000 ps	Colaba Press Co	17,200
70,000	2,000	2,000	... ps	East India Press Co	1100
937,500	8,500	8,500	1000 ps	Fort Press Co	10,000
160,000	2,000	1,800	100 ps	Framji Cowasji Press	1160
100,000	6,000	4,000	425 ps	Hydraulic Press Co	3600
20,000	5,000	2,000	...	Kurrachee Press Co	800
300,000	1,000	500	...	Mofus. Press & Co. Co	275
20,000	2,000	2,500	480 ps	Prince of Wales Press	2700
45,000	2,000	750	...	Victoria Press, Madras	950

LAND COMPANIES.

1,180,000	3,000	all	Rs. 80	Colaba Land Co	1440
1,000,000	1,000	all	Rs. 30	Elphi'st'ne Land	860
2,080,000	1,000	600	,11-14	Do. New	470
2,000,000	1,000	1,000	Nil	Freze Land	75
100,000	5,000	4,100	Nil	Mazagon Land	390
...	2,000	1,300	Nil	Port Canning	285

BANKS IN LIQUIDATION.

			Date of L'dation.		
1,045,000	500	...	Jan. '66	Bank of Bombay	125
800,000	25	13½	Do.	China	3–3½
2,000,000	250	100	May '67	Do. Guzerat	90
1,000,000	150	75	Aug. '67	B'bay Pr'dency B'k.	28
2,000,000	200	30	Sept. '67	Tr'dy & W'kg	20
2,000,000	200	40	Sept. '67	Brokers' Bank	75
1,000,000	250	...	Mar. '66	Central Bank	6
500,000	10	10	Feb. '67	Indian Peninsula	6
...	200	63	May '67	Royal Bank	13
2,000,000	130	66	Apr. '67	Old Financial	6½

COMPANIES IN LIQUIDATION.

1,000,000	5,200	1,750	Nov. '66	Back Bay Co	450
800,000	3,500	2,500	...	B'bay & Bengal S.	400
...	3,500	2,111	...	Iron Shipping	10
...	all	...	...	Victoria Spinning	2000
280,000	all	350	300	Bombay Coast...	160–17

CALCUTTA—16TH JUNE, 1869.

Government Securities.—The following transactions were reported to-day:—4 per cents. at Rs. 5-6 and 5-5 discount and small pieces up to Rs. 5-0 discount; 5 per cents. of 1856-57, at Rs. 9-8 and some small lots at Rs. 9-10 and 9-12 premium; 5½ per cents. at Rs. 14-9 premium; a large amount of 10 years' Debentures, from different parties, at Rs. 8-4 premium; and some small pieces of 15 years' Debentures at Rs. 9-4 to 9-6 premium.

Only one share in the Bank of Bengal sold to-day at Rs. 1,685.

Port Canning Land Investment Co.—In addition to the transaction announced yesterday, at Rs. 285, it is reported that sales of 20, 10 and 5 shares were also made yesterday at Rs. 286, and 5 at Rs. 292½. To-day only one small purchase was announced at Rs. 285.

The shareholders of the Bengal Printing Co. held their 19th half-yearly meeting this afternoon. The Directors' Report was adopted and accounts passed and a dividend of Rs. 3 per share, or at the rate of 12 per cent. per annum, was declared, payable on and after 17th June.—*Englishman.*

CHINA.

HONGKONG, 26th May.

OPIUM.—Patna, New	...	...	...	$602½
Old,	...	...	...	600
Benares, New,	...	...	...	590
Old,	...	...	...	592½ nom.
Malwa,	...	...	...	645
Persian	...	...	...	580 nom.
COTTON.—Bombay,	...	...	...	17½ a 23½
Calcutta,	...	...	...	17 a 21
Shanghai,	...	...	...	.....
EXCHANGE.				
Bank, 6 months' sight,	...	...	...	4/8
Credits, 6 ,,	...	...	...	4/8½
On Calcutta, 3 days' sight...	...	...	Rs.	233½
On Bombay, 3 days' sight	...	...	Rs.	233
On Shanghai, 3 days' sight, Bank, Tls.				75½
Bar Silver, 17 dwts. *B.*,	...	...	...	6
Sycee,	...	...	...	4.70 a 4.80
Mexicans,	...	...	...	½
Gold Leaf,	...	...	...	23.20
Gold Bar, 98 touch,	...	...	...	22.80 a 23.10
English Sovereigns,	...	...	...	4.56
Australian Sovereigns	...	...	...	4.56
Discount	...	...	...	10 a 12
Gas Company Shares,	...	...	...	40 a 41
H. & W. pon Dock, Old	...	...	...	5 p.c. disct.
Do. Do. New	..	...	...	8 p.c. ,,
H. & S. Bank Shares, Old	...	...	...	36 p.c. prem.
Do. Do. New	...	...	...	16½
Union Dock	...	...	...	25 p. c. dis.

EXCHANGE & BULLION.

(Bank Rates.)

On London, 6 months' sight Bank Bills, 4/7½.
,, Private Bills, 4/8 a 4/8¼.
,, with Documents, 4/8½.
On Bombay, 3 days' sight, Rs. 233.
On Calcutta, 3 days' sight, Rs. 233.
Sycee, of 100 touch, 4 per cent. prem.
Gold Leaf, 100 touch, 23.25 per tael.
Bar Silver, 5 per cent., prem.

BANK RETURNS.

NEW BANK OF BOMBAY, LIMITED.

Statement of the affairs of the Bank, on 19th June, 1869.

LIABILITIES. Rs.

Proprietors' Capital paid up	50,00,000
General Treasury Balance	1,14,37,847
Deposits at Head Office	1,69,92,859
Deposits at Branches	45,71,129
Bank Post Bills outstanding	28,678
Reserve	3,616
Undrawn Cash Credits	1,78,143
	Rs. 3,53,12,245

ASSETS.

Government Securities	53,56,998
Loans at Head Office and Branches on Govt. Securities, Bullion, Goods and Metals	5,96,880
Credit Accounts at do. on Govt. Securities	11,07,629
Bills Discounted and purchased at do.	57,66,152
Dead Stock	4,66,539
Stamps	8,010
Balances with Agents & Correspondents	5,11,190
Overdrafts	879
Cash	74,37,847
Cash & Currency Notes at Head Office	94,29,228
Do. do. at Branches	38,22,682
Bullion at H. O. and Branches	8,06,293
	Rs. 3,53,12,245

MILITARY.

ARRIVALS.—JUNE 21.

Parker, Lieutenant, 4th Hussars, to join, from Meerut.
Edward, Captain, Deputy Assistant Quarter Master General, on leave, from Poona.
Ritchie, Assistant Surgeon, Medical Department, from Kamptee.
Thom, Deputy Inspector General of Hospitals, Staff, on leave, from Ahmedabad.

DEPARTURES.—JUNE 21.

Ritchie, Assistant Surgeon, Medical Department, to join, to Trichinopoly.
Lewis, Captain, 2nd Queen's, to join, to Poona.
Hibbert, Captain, Bombay Army, on sick leave, to Poona.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 18th June, 1869.

The undermentioned Officers returned to duty by permission of the Secretary of State for India on the dates specified:—
Captain J. Hibbert, General List, 15th June 1869.
Lieutenant A. Wood, Staff Corps, 11th June 1869.

Poona, 19th June, 1869.

The unexpired portion of the leave from 10th to 21st June 1869, granted to Lieutenant W. Martine, 18th Brigade Royal Artillery, in G. O. C. No. 425, of 8th May last, is hereby cancelled.

The undermentioned Officers have obtained leave of absence:—
14th Brigade Royal Artillery.—Lieutenant W. J. Joyce, from 14th to 24th June 1869, preparatory to embarkation for England on 6 months leave on private affairs.
Staff Corps.—Major J. H. S. Pierce, (24th N. I.) from date of departure, to 8th July 1869, to proceed to Bombay on medical certificate.
1st Battalion 23rd Foot.—Captain J. H. Tulloch, from 18th May to 30th June 1869, to proceed to Poona, on medical certificate.
49th Foot.—Assistant Surgeon T. W. Orwin, from 30th May to 4th June 1869, in extension to remain at Mount Aboo, on medical certificate.

SHIPPING.

DAILY FREIGHT REPORT—21ST JUNE.

London	Cotton	£1 10s. 0d. Nominal per ton.
	Cases	£1 10s. 0d. to £1 15s. 0d. ,,
	Seeds	£1 0s. 0d. Nominal ,,
	Iron Ships Cotton	£1 12s. 6d. to £1 15s. 0d. ,,
	Wooden Ships ,,	£1 7s. 6d. to £1 12s. 6d. ,,
Liverpool	Myrabolanes & Coir Bundles	£0 10s. 0d. to £0 12s. 6d. ,,
	Seeds	£0 17s. 6d. to £1 0s. 0d. ,,
	Cotton	£1 17s. 6d. to £2 0s. 0d. ,,
Havre	Coffee	Nominal
Overland	Steamers	£4 0s. 0d. to £4 5s. 0d.*
China	Steamer Cotton	Rs. 7 to 8 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 3 to 4 p.bale Nominal
Calcutta	Salt	Rs. 3 to 4 per ton.
Calcutta to Bombay		Rs. 12 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

ARRIVALS.

June	Vessel.	Commander.	From.
21	Athena	Hutchinson	Liverpool, March 13.
	Aleppo	Fleming	London, Feb. 28.
	Saganore	Richardson	Boston, Feb. 20.
	Viscount Canning (s)	Gottliebe	Bangkock, May 12.
	Oriental (s)	Day	Calcutta, June 1.

DEPARTURES.

June	Vessel.	Commander.	Destination.
19	Glenduror	Warland	Batavia.
	Star of the South	Smith	Colombo.

The following vessels obtained their port clearances yesterday:—Ship Banner, Williams, to Callao.
Barque Viscount Sandon, Nacoda, to Chittagong.

The steamer Carnatic, to Aden and Suez, began to load yesterday.

CALCUTTA.

ARRIVAL.

June 16 City of Nankin ..... Muris ..... Glasgow March 11.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba—lat. 18° 53′ 30″ N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea=37 feet.

Mean daily values derived from 24 hourly observations on June 19.

Barometer, corrected to 32 deg. Fah	29.804 inches.
Temperature of the Air	78·4 ,,
Wet Bulb Thermometer	77·0 ,,
Dew Point	76·2 ,,
Relative Humidity of Air	·901 ,,
Extent of cloudy sky (the whole sky clouded=8)	7·8 ,,
Maximum temperature of air (read at 9-30 A.M.) on following days	83·9 ,,
Minimum do. do.	76·2 ,,
Gen. Direction of Wind	WNW, ESE, S, WNW, NW, WNW, WSW.
Movement in 24 hours	287 miles.
Fall of Rain during the week	4·38 inch s.
Registered between 1st Jan. and 13th June	0·84 ,,
Total Fall of Rain between 1st Jan. and 20th June	5·42 ,,

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to those two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along ever line n the United Kingdom.

Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. seeing that they have the privilege of advertising in their own language), Advertisers would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager, "Bombay Gazette" Press

"Bombay Gazette" Press, 1868.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTHS.

KENNEDY—June 21st, at Butcher's Island, the wife of J. Kennedy, Conductor, Marine Storekeeper's Department, of a son.

LA TOUCHE—June 19th, at Surat, the wife of Captain W. P. LaTouche, of a daughter.

DEATH.

ADAMS—June 18th, at Neemuch, from cholera, Eliza, the beloved wife of Subaltern Conductor George Adams, of the Commissariat Department, deeply regretted.

MADRAS.

BIRTHS.

HAY—June 11th, at Trevandrum, the wife of Captain Woulfe Hay, Assistant Resident, of a daughter.

TWYNAM—June 13th, at Mangalore, the wife of Lieutenant Twynam, Royal Artillery, of a son.

FOR SPECIAL MARKET REPORTS and

WEEKLY PRICE CURRENT, Bhay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see the

"BOMBAY GAZETTE" OVERLAND SUMMARY.

Rs. as.

Price, per Copy	0 4
Annual Subscription	12 0

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

TUESDAY, JUNE 22, 1869.

MR. THOMAS CARLYLE was quite justified when he mourned over the inability of his countrymen to construct a good fighting-apparatus. With stuff, at least equal in every quality to that possessed by any nation, we have, for two hundred years, failed lamentably in the task of producing a real army. We have had unequalled regiments, superb divisions, now and then, for short periods *corps d'armée* nearly perfect, yet for two centuries we have not founded military institutions so justly contrived as to create and maintain a finely-organized army. The reason, perhaps, does not lie so much in the assumed military incapacity of the English race as in the singularly complex conditions of the problem. Ever since the Restoration we have desired incompatible, or apparently incompatible advantages—political freedom and great military strength. The famous army of Cromwell, unsurpassed for its numbers, imprinted on the British mind a dread of standing armies so deep and lasting that even William III., fighting the battle of European independence, found it a most arduous task to raise and keep together a comparatively small public force. The first Mutiny Act was only carried by a majority of one. No force found any favour except the Militia, which was practically in the hands of the country gentlemen, and never available for the Crown. The hatred of standing armies continued throughout the eighteenth century, and even far into the nineteenth; and the consequence was that regiments were raised, and our military strength augmented and decreased from time to time, as exigencies seemed to demand, but the make-shift character of what we were pleased to call our army continued to be its characteristic, and until comparatively recent years there is no trace of a systematic attempt to build up solid military institutions. Nominally the control and the patronage of the army was in the hands of the Crown; but the power of the Crown to use it for sinister purposes, was limited by the power of the purse, which lay in the House of Commons, and by the fact that the officers were quite as much citizens as soldiers. The purchase system, which is the last relic of the once almost universal practice of buying and selling public offices, was utterly inimical to the formation of any body of professional soldiers. Until the nineteenth century no attempt was made to educate officers at all. Young men entering the army got their education how they could, or did not get any. In short, dread of a standing army, pulling the nation one way, and the absolute necessity of having something to fight the nation's battles, pulling another, produced that hybrid containing all the best military materials in the world, courage, endurance, resource, brain-power, but which, as a whole, was so often ineffective because untrained and unorganized. Even after a war of five and twenty years, so lacking in the simplest elements was our system, that the Government of the day could not or would not supply Wellington with an adequate staff for the scratch army brought under his command in 1815. And perhaps it was as well for our liberties that a wholesome suspicion deprived the Crown of a powerful despotic instrument. George III., had he possessed one, would have used an army to make himself absolute. We have paid millions on millions in war and peace because the Commons would not create a terrible power which they could not control, but political freedom and individual liberty were cheap at the money.

Now that the real power of the State lies in Parliament, there is no reason why England should not be as strongly organized, in a military sense, as any power in the world. Tentative efforts have been made of late years to supply deficiencies and remove abuses; but there is still a powerful party who obstruct progress because they want to maintain the army in its present condition of what we may call a Military Club. They are not either the best or the most enlightened portion of the army; but they are sincere, and they cling to the Court and the Aristocracy, whose interests they believe to be identified with the maintenance of things as they are. They wish to keep up, and deepen rather than diminish, the gulf between officers and men, and they have a great dread of any measure which would make the private less absolutely dependent and hopeless than he is. All this is very natural and, indeed, unavoidable in a period of transition; but it prevents any Minister from attempting to graft new institutions, based on large views, upon the old. The Horse Guards represents that body, which we may call the Court Party, and represents it with such power that the public feel there is still a very large portion of army administraton transacted beyond the reach of the responsible Ministry of the day. If any one wishes to understand the tone and temper of the party, let him read the half dozen letters we published yesterday, on the supersession of Royal Officers by what the polite Guardsman, Major-General de Bathe, styles the officers of the "late Indian Company!" Our Military Correspondent tells us that the War Office and the Horse Guards are soon to be under one roof; and he is sanguine enough to think that this will convince the public that the Secretary of State is the sole controlling power. But, so long as the Horse Guards exists, the public will consider that it is the Secretary who has fallen under the Horse Guards and not the Horse Guards under the Secretary. Putting them under one roof will do no good unless the Horse Guards is manifestly put under the War Office. We do not hope to see that feat accomplished yet a while—the Court Party is stronger than the Irish Church—but it will come in good time. Until it does come the public will not heartily co-operate with the military authorities in laying the broad bases of military reform. While the Horse Guards exists there is not the least chance that the nation would bear a conscription, or endure a thorough organization under one head of all the varied national forces. We need not wonder, then, that military reform halts and makes no progress. When this grand obstruction—a wreck of the worst Georgian era—is destroyed, then it will be possible for some statesman to reverse the verdict of centuries, and prove that the English people, through their rulers, can devise and endure the burden of sound national effective military institutions. It was the Horse Guards—then under the absolute influence of Prince Albert—which destroyed the Indian Army, and created in its stead a system destined to last for a while, but one which will break down when put to the strain of a real war. We do not underrate the difficulty of dealing either with the Indian Army, or the military institutions of the British Empire. On the contrary, we recognize the difficulties both intrinsic and extrinsic, the former being permanent, the latter arising from the obstructions created by class interests which are sincerely believed, by their professors, to be national interests. But the vast importance of both the Indian and Imperial Military Questions are now recognized, and when the Irish arrears have been cleared away, the discussion, now very active, will have ripened and defined the issues, and some statesman will do for the Army—using the word in the broadest sense—what Peel did for Free Trade, and what Gladstone is doing for the Irish Church—give us a popular, national, well organized army for the Empire, and a soundly constructed Local Army for permanent service in the East. No doubt, so far as India is concerned, Amalgamation has piled up a vast heap of hindrances but, for some years, we shall have vigorous government at Home, legislation more in accord with facts, and force enough in the House of Commons to put down oppcsition, and to rectify in time the great blunder of the Palmerston Ministry—perhaps the greatest political blunder of the age.

SOME reports have recently been circulated respecting the probable future Commander-in-Chief of India. Every one supposed that the post would be given to Lord Napier of Magdala, and it is no doubt true that were he to ask for it the Government would feel bound to comply with his request. Should he not do so, or should he, for reasons of his own, decline the command if offered, we believe that Sir Henry Storks stands the best chance of succeeding Sir William Mansfield.

ASSISTANT SURGEON H. J. DAUN, B.A., has been appointed to act as Professor of Materia Medica in the Grant Medical College, until further orders.

SURGEON H. M. GREENHOW, of the Bengal Medical Establishment, has been allowed by the Government of Bombay furlough to Europe for two years, on medical certificate.

A NEEMUCH correspondent, writing on the 16th instant, says—"The Ahmedabadshikar party has come into camp, having made a 'bag' of twenty-six head of large game in two months' shooting. The animals were eleven tigers, seven panthers, five bears, and three half-grown tiger cubs. About a week or ten days ago the weather got very cool, and with dark clouds all over the sky we thought the rains were about to begin. The clouds dispersed after a few days, however, without fulfilling their promise, and it has got nearly as hot as ever again. The men of the native cavalry and infantry who were under canvass have been ordered back into their lines, the cholera having quite left them. We are not quite done with it, however, for a fresh case occurred in the bazaar to-day. Two days ago, I am sorry to say, Mrs Adams, the wife of the Commissariat Conductor here, died of the same disease after a very short illness. The officers of the station are getting up private theatricals. With this exception there is nothing doing in the station, which has never been so dull within my recollection. Cholera is said to be raging in Oodeypore. I have heard on very good (native) authority that there were three hundred fatal cases in two days lately. This is probably a great exaggeration, but there is no doubt it is very bad there."

THERE is an interesting fact mentioned in our Afghanistan letter, just received. At an interview which some agents of the Khyberee Chiefs had with the Ameer, they were told that one condition which the Chiefs would have to agree to in return for the subsidy he proposed to give them was that no opposition should be made to the location of British troops up to Ally Musjid, or of the Ameer's troops from that place to Lalpoora. Ally Musjid is a few miles beyond our present frontier, and Lalpoora is at the other end of the Pass. With troops stationed in the manner described, there would be in fact an armed occupation of the Khyber Pass by the British and Afghan troops jointly, and the arrangement would offer the best security for trade that could be devised, and the best check on a turbulent people, advantages qualified of course by the probability of a slight increase in the number of those perplexing little "difficulties" that our contact with marauding tribes on the frontier gives rise to. The answer of the Chiefs has not yet been received by the Ameer.

IT is extraordinary with what success the Ameer has up till this time carried out his measures of reform. Only in one instance has there been any opposition offered by the Cabulees to the disarmament that has been going on, and on that solitary occasion the disturbance that had been commenced was quelled at once by the presence of the Ameer's son, and Governor of Cabul, Mahomed Yakoob Khan, who summarily and effectively punished the offenders. As a proof of the success of the new police arrangements we are told that only two murders have been committed since they were introduced; and that, we daresay, is an unusual state of things for the Afghan capital, where a disposition to take the law into one's own hands has always been strong. The Ameer, as our readers know, is paying particular attention to the efficiency of his army. He is bent, it seems, on throwing off such of his old army as he cannot place perfect reliance upon, and on enlisting fresh and select bands in their stead, offering the latter high rates of pay, which seem to have induced large numbers of recruits to offer themselves. The Ameer is caring for his troops in another way; he is going to have fine barracks built for them at Cabul and in other parts of Afghanistan. A Lahore contractor is to be engaged for the work at Cabul. A change in the government of Lower Turkistan has, it seems, been determined upon on account of the vastness of the territory. Sirdar Fatteh Mahomed Khan, with his head-quarters at Tukhtapool, will have charge of one part, and Sirdar Mahomed Ismail Khan, with his seat of government at Budakshan, have charge of the other. The report that the ex-Ameer and Abdool Rahman Khan had left Teheran is confirmed. It appears they had not had an interview with the Shah at all, though a pecuniary allowance was made them for their support. They are said to be now on the borders of Russian Turkistan, and it is believed they have addressed the Russian General asking him for shelter.

WE gather from the China papers that at Pekin there was an uneasy feeling among the Chinese officials with reference to the future course of political events. Admiral Keppel, it is said, purposed visiting Pekin. It seems he has thoroughly approved Lieut. Gurdon's action at Formosa.

IT appears from the China press that "intense indignation" has been excited throughout the foreign communities in China by the reported decision of the home authorities in regard to the Formosan disturbances. The comments of the Duke of Somerset upon Shanghai have, it seems, elicited the most indignant denials of their truth from the bench, the press, the Chamber of Commerce, and the public.

THE report of a gross insult offered to the French Charge d'Affaires at Pekin turns out to have been itself a gross exaggeration. The following is now stated to be an authentic version of the affair:—"One of Monsieur Rochechouart's Chinese mounted followers was struck by a follower of Prince Kung's brother, Prince Shun, against whom he had jostled; an apology was asked for, *and given immediately*, being conveyed through M. Vlangaly, as the oldest resident amongst the Ministers at Pekin."

A HONGKONG paper states that H. M. gun-boat Bouncer has been doing some good service in discovering pirates. A Russian gun-boat has had a little "difficulty" on the Corean coast, in which shots were exchanged.

THE Japan news brought by the China mail possesses a little more interest than usual. It appears that a great council of nobles at Yedo was about to deliberate on a proposition to concentrate the whole civil, military, and naval power in the hands of the Mikado, to abrogate the independent rights of the Daimios as Princes, and to make them high officers, governors of provinces, &c., under the Supreme Government, and thus to consolidate the power of Japan. We also note that the imperial fleet had arrived in safety in Awamori Bay, where about 12,000 troops were understood to be concentrated; and people were in daily expectation of hearing of the commencement of hostilities.

FROM Yokohama it is reported that during the fortnight three cases of assault upon Frenchmen occurred there. An attempt was also made to fire the French Legation. Political feeling is believed to account for these outrages. It appears also that Captain Chandos Stanhope, of H. M. S. Ocean, the senior naval officer, and Mr. Russel Robertson, H. M. Vice-Consul for Yokohama and Yedo, were recently compelled to dismount in deference to a passing noble. The matter has been warmly taken up by H. M. Minister, and no doubt proper apologies will be made.

MIRZA MAHOMED ALI KHAN, the Persian Consul General, arrived at Kurrachee on the 14th instant from Hyderabad (Sind), where he had remained for four days. He was expected to leave by the next mail steamer for Bombay.

IN April the principal articles of merchandise exported from Madras ports were valued at 70 lakhs, and paid Customs duty of Rs. 73,452; and 765 vessels, measuring 113,006 tons, entered inwards, and 694 vessels, of 93,462 tons, cleared outwards.

AT the Calcutta High Court on the 17th inst., the Chief Justice and Mr. Justice Macpherson decided that a gift of company's papers by the late Raja Aparva Krishna Deb to his youngest son, Coomar Wopendra Krishna, during his lifetime, whilst he was suffering from a severe illness, although in full possession of his senses, was valid without endorsement according to Hindoo law. The English law, it appears, was inapplicable to the present case.

THE BRINDISI ROUTE TO ENGLAND.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 28TH MAY.

A TELEGRAM in Wednesday's *Times* from Brindisi states that the Adriatic and Oriental Company's steamer *Cairo* arrived at that port on Tuesday, in 76 hours from Alexandria, with 113 passengers, of whom 52 were English. The steamer of the previous week, the *Principo Tomaso*, in which I made the voyage from Alexandria to Brindisi, carried 35 first class passengers (nearly all of them Anglo-Indians) and a full complement of second-class passengers. The ship, indeed, was inconveniently full, for every first-class berth was taken, and, though the saloons of the Italian Company's steamers are very spacious and handsome, most of the sleeping cabins are uncomfortably small. Nor is it at all an unusual thing now for the vessels on this line to get as many passengers as they can well accommodate. It is a very changed state of affairs from what I can remember in 1865, when I first travelled by way of Brindisi, and had only three fellow-passengers on board the steamer, not one of whom was English. There is no longer room for doubt that the Brindisi route has become very popular with Overland travellers, and that its popularity must go on steadily increasing. The fact is that, irrespectively of all other considerations, the route which offers the advantage of the shortest sea passage from Egypt to Europe has irresistible attractions for homeward, if not also for outward, bound travellers. The inevitable dreariness of that fortnight spent at sea between Bombay and Suez is in itself enough to make the very sight of ocean hateful to a landsman, and even in the best regulated steamers you see men ungrateful enough actually to pine for the freedom of life on shore. Moreover, if you have money and leisure, you can, by landing at Brindisi, take your choice of various roads home through the finest scenery and the most famous cities of Europe. For a few shillings more than the steamer fare to Brindisi you can get a through ticket to Naples, and thence pursue your journey by Rome and Florence, and over the Mont Cenis Pass to Paris and London, or, taking the train to Bologna up the other side of Italy, you may go on by way of Milan and the Simplon or St. Gothard Pass into Switzerland or to Venice, and by the Brenner pass into Germany. Nor is it any longer the case that the man of business, who wishes to push on to London with the utmost possible despatch, will find it the safest plan to go by Marseilles. Till I came home this way myself, I had been misled, by representations of the uncertainty of travelling on the Italian railways, into the belief that the old mail route was still to be preferred for sure and quick travelling. But the Italian steamers always leave Alexandria about an hour before the P. & O. boats for Marseilles and Southampton—that is to say, in most cases, about noon on Saturday—so that they get to Brindisi on the Tuesday afternoon in time for the evening express. Going on at once by this train, you reach Turin on Wednesday evening; and, in spite of the vexatious delays interposed by the French Railway Company, which will not run its fast trains from the French side of Mont Cenis in correspondence with the Italian express, you arrive at Paris in good time for the mail train to Calais on Friday morning, and reach London the same evening—in 20 days, that is to say, from the date of your departure from Bombay. The corresponding English mail by way of Marseilles is never delivered in London before the Saturday evening; and the 34 or 36 hours' journey from Marseilles to London, if you go right through with the mails, is hardly less fatiguing than the three days' rail from Brindisi, in which are included six or eight hours for rest at Susa. Besides, the fatigue of railway travelling through a pleasant country is far more easy to bear than the intolerable monotony of life on shipboard. It should in fairness be added, that great care is taken in the Italian steamers to provide for the comfort of English passengers. The food is good in kind, abundant, well cooked, and very well served. Nothing struck myself and my fellow-passengers more than the industry, cheerful alacrity, and willingness to oblige, of the three stewards, two of them mere boys, who did the whole cabin work of the *Principo Tomaso*. We never had to wait for anything, or to give orders twice; and all the dishes brought us were hot and of a sort suited for a large table. When will the P. and O. be convinced of the wastefulness and absurdity of the practice of loading tables with greasy side-dishes which nobody ever touches, when a few plain dishes served quickly are all that the passengers desire? When, too, will they earn, that the day has gone by for treating all Anglo-Indians as men too well off not to be regardless of money matters, and therefore willing to pay without a thought a heavy charge for wines and spirits which perhaps they never touch? One has only to look round the table in any steamer where the consumption of liquor is separately charged for, to see how little people drink, as a rule, when they have to pay so much for every glass or bottle. Every man who comes from India in these days wants to save his money, and counts every penny a loss that he is compelled to spend at sea on the way home; and the sooner the P. & O. Company recognize this truth, the better will it be for their interests. I may add that, if they wish to keep any of the passenger traffic in the Mediterranean, and not to have their splendid ships leaving Alexandria every week half empty, while the small Italian steamers are crammed with passengers, they will do wisely to lose no time in putting one or two vessels on the Brindisi line. Women and children may continue for sometime longer to prefer the long sea route; but the majority of travellers—bachelors unattached, and married men whose wives and families are at home, or who can persuade them to go along by way of Southampton—will always be glad to take the shortest cut to Europe. Indeed, one enterprising lady from Bombay came this way with five children last week, and got on quite as well as if she had been surrounded with all the comforts to be found on board a first-class P. & O. steamer.

My travelling companion, with whom I had visited the Suez Canal, and myself went on by train from Brindisi to Milan, reaching the latter place late on Wednesday evening. There is no greater calumny than to call the eastern side of Italy, along which the railway runs, uninteresting. It is true that you pass through no celebrated cities till you reach Bologna, the most remarkable building that you see being the fine church and convent of Loretto, crowning a lofty rock above the battle-field of Castelfidardo, where Cialdini defeated Lamoricière, and won the States of the Church for Victor Emmanuel. But, though for many hours you travel along but a narrow strip of country between the Apennines and the sea, you cannot but perceive signs that you are in an old and fertile and highly cultivated land; for the hills are planted almost to their summits with olive and fig and orange trees—the orange blossoms, at this time of the year, making the air odorous with a delicious perfume—and the low lands bear rich crops of corn and cotton. (By the way, at Brindisi we came across an adventurous Englishman from Lancashire, a pioneer of trade, who had brought out some machinery, and was setting to work spinning cotton, and exporting oil and seeds to Liverpool.) But the most splendid sight we saw on the road was the sunrise on Wednesday morning. Even at day-break, the air was soft and warm, and, comfortably seated in a first-class railway carriage, we watched with luxurious complacency the dawn gradually merge into ruddier skies, till the sun rose like a great ball of fire out of the sea on our right and fired with a purple glow the proud tops, still covered with snow, of the Apennines that bounded our horizon in the west. It is easy and pleasant to be an admirer of the beauties of Nature under such circumstances; and I would much rather myself (being a lazy man) have my sunrise brought to me in this way, and spread out as it were for my enjoyment, just as if it were a spectacle that I had paid for a stall in a theatre to look at, than like some enthusiasts trudge through the snow to the top of some high hill to see it, at the risk of losing my breakfast and my temper and getting damp and uncomfortable for the remainder of the day. Some hours before you get to Ancona, the line of the mountains turns off to the westward, leaving a much wider tract of level land, diversified by gentle slopes that would be called hills in England. The country here begins to be very thickly populated, and the land is exceedingly fruitful, for almost everywhere it seems to bear three crops. First, there is the corn; then rows of mulberry trees, which the peasantry are just beginning to strip of their luxuriant leaves; then the vines, now in their greatest beauty, clinging round the stems of the mulberry trees, and trained across from one tree to another, so that they hang in graceful festoons all round every field. At Bologna you get into the region of great cities and civilisation once more. The café at the Bologna station is one of the finest in the world; and at Padua, Piacenza, and Milan the railway stations are equal to anything of the kind that can be seen in England or France.

We stayed at Milan a day, to see the church, which I believe no one can visit without admitting it to be the most splendid in Christendom, and that "Last Supper" of Leonardo da V

CORRESPONDENCE.

"A Beraree" should send us his name if he wishes to have his letter inserted.

METALLING OF MOUNT ROAD.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Permit me, through your paper, to draw the attention of the proper authorities to the negligent manner in which the metalling of Mount Road is conducted. It is now upwards of two months that a thick layer of road-metal has been laid, and there are no signs of either bullock or steam roller. It was only the other day that a shigram and horse came to a dead stand, and the inmates had to get out and trudge, as they best might, under a smart shower of rain.—Yours, &c.,

Mazagon, 21st June. GHAREEWALLAH.

THE JHELUM.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—There have been two letters in the *Times of India* from a correspondent who was a passenger on board the Indus, endeavouring to explain the cause of the loss of the Jhelum, which he attributes to the want of buoys at the mouth of the Nerbudda. It is certainly a pity that buoys were not laid down and the navigation of this fine river made perfectly safe years ago. But a work of this kind takes time, and no doubt the delay is easily explainable, but no amount of buoys could have saved the unfortunate vessel that foundered the other day; besides, in such a sea as she encountered a buoy would probably have broken away from its moorings—not an uncommon thing. The buoys of the adjacent river—the Taptee—are all taken up at this season to prevent their being lost, the navigation being considered closed during the monsoon.

The cause of the Jhelum's loss is clearly enough explained by her brave captain, in his letter already published. She met heavy seas and broke her back exactly as two of her sister ships have done before.

According to the captain's statement the ship was in jeopardy at 7.45 A.M., when, as he says in his letter, one of the boilers shifted. What, then, must have been the condition of the hull to which the boiler was secured? The captain very evidently knew the precarious condition of his vessel when he was out in the open sea, and endeavoured to make the best of his way into still shoal water, to run her ashore, in fact, by the shortest possible cut; and at 8.30 A.M., three quarters of an hour after the boiler "shifted," she sank, broken backed, in three fathoms of water, her draught being only three feet. As it was at that time about dead low water, and as from two to three fathoms is the quantity of water then in the channel, she must have gone down in the channel itself. This is very evident.

On the morning when the Jhelum went across the gulf there was quite a gale blowing—this was felt far away up beyond the Nerbudda—and the seas which she had to encounter, and for which she was evidently quite unfit, must have been tremendously heavy. It is, therefore, as absurd to attribute the disaster to the want of buoys, as it would be to attribute it to the presence of the reverend missionary and his poor wife who were so providentially saved. The wonder is that a single soul was saved; and that so many were so saved speaks volumes for the gallant and brave captain.

It is well known that the Indus also met with very boisterous weather in crossing over on the previous Sunday night, and her fate would probably have been the same as the Jhelum when she crossed over on the Wednesday morning following, had she had 100 bales of cotton aboard, and met such a gale as blew on the previous Monday morning. Your contemporary's correspondent would then have had another tale to tell had he been spared to tell any tale at all.

When the Jhelum last left Broach one of the European engineers, as he watched her from the bridge, remarked to a bystander (prophetically as it now appears)—"One of these days that steamer will go out and wont come back again." He evidently understood her build. She went and did not return. She broke her back as had been foretold, and there is an end of her; and though everybody regrets the circumstance, no one doubts the reason why, except your contemporary's correspondent, who has evidently a great deal more to be thankful for than he appears willing to own.—Yours, &c.,

19th June. NERBUDDA.

BANDORA AND THE HON. MR. BYRAMJEE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I see that a dispute has arisen between Mr. Byramjee Jeejeebhoy and the public regarding his newly purchased property at Bandora. From what I know of the facts, I think the public have a right to continue having access to it. They have the right of possession, as the place has been allowed without any molestation for the public's resort since a number of years by its late owners. Mr. Byramjee has only lately purchased it, and he must take it as it has been, with all its encumbrances. If any ground or land is allowed for a certain number of years for the public use its owner cannot stop access to it. It would be well for Mr. Byramjee, before he takes any step to stop the public, to refresh his memory with the late dispute between the Municipal Commissioner and a Parsee shroff. A Parsee shroff was allowed for a number of years by the former Commissioners to occupy free of rent a portion of the municipal grounds in the old market. When the market was removed Mr. Crawford attempted to take possession of the place, but the Parsee did not give in, and argued the right of possession in his favour, notwithstanding which Mr. Crawford had his shed removed by force. The Parsee filed an action for damages for the removal of his shed and for loss sustained by him thereby in his earnings, and Mr. Crawford, though all-powerful with the Bench of Justices, was by legal advice obliged to give in to this petty shroff, to give him free of rent a plot of ground on the new market, to have a shed erected thereon and to pay him nine hundred rupees for damages.

If Mr. Byramjee does not yield to the just and rightful demands of the public, I trust the residents of Bandora, having regard to their own respect and interest, will not give way in the matter and will fight out the case by raising a public subscription, to which I shall be happy to contribute my portion.

Let me wish, Mr. Editor, success to the residents of Bandora in their laudable efforts of protecting their RIGHTS.

17th June.

THE NATIVE TEACHER OF THE PERIOD.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I heartily agree with your correspondent "Kinchin" *in all that he says about the teacher of* the period, limiting the period to this Presidency alone. These teachers are to be as much pitied as their poor pupils, and as your correspondent "Kinchin" has given you a well-drawn sketch of the educational course of a modern native pupil, I will with your permission give your European readers a hurried sketch of the teacher of the age.

He is generally a poor man. From his very infancy the idea of gaining his livelihood haunted him from morn to eve, and disturbed not a little the serenity of his temper. Turn where he might, poverty was staring him in the face, and the wretched look of everything around him made his heart callous to all the finer feelings of the man, and as years rolled on he grew moody and silent. Pursuit of knowledge under these circumstances is no pleasant task, and no sooner had he passed his matriculation then he was on the look out for some employment. With this object in view he went about dancing attendance now on one and then on another of the many minor luminaries of the Educational Department. At last he was favoured with a crumb and he was thankful.

From the moment that he is employed his life is nothing but a monotonous series of ever-recurring cycles of twenty-four hours each. He rises, say, at six in the morning. The troubles of a married life leave him very little leisure till half-past eight, when he quietly slips on his coat and marches away to call at the houses where he is employed as a private teacher. In this by no means pleasant occupation he is engaged till the hour of attending his school. After school-hours he is engaged as in the morning, with this difference, that he does not call at the houses of his private pupils, but stays in the school-room to cram them up for the morrow. A short walk, innocent of any "maiden meditation, fancy free," takes him to his house, where, after taking his meal, he retires to bed dissatisfied with himself and with all the world.

This is a rough and hurried sketch of the life led by poor teachers of the class condemned by your correspondent "Kinchin." These poor fellows have never been out of Bombay, and they have never tasted of the sweets of travel. These are certainly not the men "to teach young ideas how to shoot," but theirs is a pitiaole lot and claims the sympathy of all men.—Yours, &c.,

SYMPATHY.

SUNDAY IN PARIS—It is announced in most of the French papers that the principal shops in Paris will henceforth be closed on Sundays. This important social reform is not the result of a religious movement, but has been brought about by the same kind of agency which, in England, has introduced the Saturday half-holiday. The Society of the Employés de Commerce inform the public that, with few exceptions, all the linen-drapers, vendors of readymade apparel, silk mercers and hosiers of Paris have consented to close their shops on Sunday, and the employés "appeal to the generosity of the public to aid them in making the measure general."

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 18TH JUNE, AFT.

The Liverpool Cotton Market to-day was firm.

Fair Dhollera 10d.

The Manchester Market is quiet, but prices show no change.

The ships Pendragon, Coimbatore, and Camperdown have arrived from Bombay.

LIVERPOOL WEEKLY COTTON REPORT.

LONDON, 18TH JUNE, NOON.

Total Sales of Cotton	86,000	bales.
,, ,, Surats....	25,000	,,
,, Import of Cotton.....	63,000	,,
,, ,, Surats....	35,000	,,
,, Stock of Cotton	430,000	,,
,, ,, Surats.....	58,750	,,

Fair Dhollera 10d.

Prices are held firmly.

AUSTRALIAN NEWS.

(THROUGH REUTER'S BOMBAY AGENCY.)

MELBOURNE, 22ND MAY.

The question of the alleged bribery and corruption of members has been the sole topic during the month. Messrs. Glass and Quarterman, leading members of the Bribery Association, were declared guilty of bribery and of unduly influencing members of Parliament and were committed to Melbourne gaol. Shortly afterwards, however, they were released on a writ of *habeas corpus*, the Judges of the Supreme Court having unanimously decided that the warrant was invalid.

The Tasmanian cable was successfully laid on the 1st May, and the line is working well.

The Conference of commercial delegates at Sydney has concluded, and recommends a fiscal federation between the colonies.

The unallotted portion of the Victorian Railway loan is to be withdrawn from the London market.

The Duke of Edinburgh is still in New Zealand. He arrived at Wellington on the 11th April, visited Nelson on the 20th, and Dunedin on the 25th, returning to Wellington on the 30th. On the 3rd May the Galatea sailed for Auckland with the Challenger, Blanche and Virago. H. R. H. has been enthusiastically received in each place and was welcomed by a party of Maori chiefs.

Some massacres of settlers have occurred since the last mail left, but the latest news is more favourable.

Great dissatisfaction is expressed in Tasmania at the withdrawal of the imperial troops, and a conference is suggested by South Australia of the whole of the Australian colonies on the subject.

The English mail ship Avoca arrived here on the 12th instant, being 32 hours in advance of her contract time.

Business is very dull. Exchange, 60 days' bills, are three quarters per cent. premium.

The rate of discount is unchanged. Money is abundant for all purposes, so that there is every expectation that the Railway Loan can be taken up in this market.

THE NEW BARRACKS AT KURRACHEE.

WE (*Sindian* of the 16th) are glad to see that the first range of the new barracks has been completed, and was, on Monday morning last, occupied. It is a handsome structure, and one of the prominent ornaments of the station. Another range rapidly approaches completion, and will, we believe be ready for occupation in another month. The contractors (Messrs. McKenzie Cosser, & Co.) deserve the utmost credit for the work, not only for the despatch with which they have proceeded thus far in the completion of their contract, but for the excellence of the work, and the admirable degree of finish with which the building has been turned out of hand. Ultimately there are to be eight blocks, similar to that just completed: and in addition thereto, quarters for the married soldiers and their families, and some other buildings necessary to complete the scheme will also be added. School-rooms, reading-rooms, and a lecture-room are already provided for. A suitable theatre will not be wanting. Workshops of all sorts, with all appliances to stimulate industry, and give scope to ingenuity, are to be fitted up. Arrangements for a canteen, which shall not be also a regimental nuisance, have been attended to. The non-commissioned officers' quarters are such as a good many of their commissioned superior officers may envy: few of these can in fact possibly be so well housed, with the scantiness and inferiority of house accommodation at Kurrachee generally. Arrangements will be made, in connection with the water scheme (now being vigorously pushed on by the Municipality), for an ample supply of water for the barracks; but even as it is, a good plunge bath and ample swimming accommodation are not wanting.

At an official inspection of the barracks, by the highest military authorities here, the greatest satisfaction was expressed at the superior nature of the buildings and the capital care given to all arrangements in connection with them. They have been constructed from original plans, for which the main credit (if not indeed the whole) attaches to the excellent Engineer officer in charge of this division—Captain Phelps. The details of the work, while in progress, were under the superintendence of Mr. Sharman, P.W.D., who deserves much credit for the workman-like manner in which the whole work has been finished.

BOMBAY.

PASSENGERS BY THE ENGLISH MAIL.—The P. & O. Co.'s steamer Rangoon, Captain E. J. Baker, will sail to-day for Aden and Suez with the following passengers:—

For Southampton—Mr. Smith, Mr. Jervoise, and Mr. Benson.

For Marseilles—Mr. F. S. Hore, Mr. Cunz, Mr. S. Smith, R. N., Mr. H. H. Grendon Tippett, Mr. Parker, Mr. Jervis, and the Hon. Mr. Justice Bayley.

For Suez—Mr. Westlake, Mr. James Findlay, and Dr. H. M. Greenhow.

For Aden—Assistant Apothecary Cahill.

AN ICE SHIP, the Sagamore, consigned to Messr Tudor & Co., arrived yesterday.

THE CRIMINAL SESSIONS commence on Monday, and will be presided over by the Honourable the Chief Justice.

POSTAL NOTICE.—Mails will be closed at the General Post Office, Bombay, for Aden and Suez, per s. s. Neera on the 23rd inst. (to-morrow), at 10 A.M.

SUB-CONDUCTOR J. CULHANE, of the Public Works Department, has obtained furlough to Europe for eighteen months, on medical certificate.

VEHAR WATER.—It will be seen from an advertisement that the Vehar water will be entirely shut off from the island to-morrow (Thursday) beginning at 6 A.M.

SAILORS' HOME.—The Superintendent of the Sailors' Home desires to acknowledge the receipt of parcels of clothing from R. Denton Hobbs, Esq., and T. E. C.; also a box of clothes from Baroda.

THE HARBOUR AND PILOTAGE BOARD.—We understand that Mr. Donald Graham has been appointed a member of the Bombay Harbour and Pilotage Board, vice Mr. Hamilton Maxwell, resigned.

THE S.S. ORIENTAL, Captain C. Day, arrived yesterday from Calcutta with the following passengers:—Mrs. Schmid and child, Mr. Dunlop Best, Mr. J. Vinay, Mr. J. Goubert, and Mr. J. Edgington.

THE ANNIVERSARY OF THE QUEEN'S ACCESSION.—A royal salute was fired yesterday from the Saluting Battery at 12 o'clock noon in honour of the anniversary of the accession to the throne of Her Majesty the Queen.

THE WRECK OF THE BUCENTAUR.—On Sunday and yesterday the work of bringing ashore part of the cargo of the Bucentaur was continued. Yesterday the Master Attendant's boat proceeded to the wreck to clear away the topmasts and upper gear.

SHOLAPORE SUB-COLLECTORATE.—From the weather report of the Sholapore sub-collectorate for the fortnight ending 31st May we learn that rain fell in some villages, but not in a quantity sufficient to enable sowing to commence. The weather was very hot. Cholera prevailed to a small extent in almost all the talookas.

THE S. S. COROMANDEL.—This steamer, which on Monday morning last week proceeded to sea in search of the buggalow reported to be in a disabled condition, returned to Bombay on Friday evening, without having seen or heard of the buggalow. We hear that the buggalow has been reported to have reached Diu in safety.

MR. PANDOORUNG GUNNOBA.—We are sorry to hear of the death of Mr. Pandoorung Gunnoba, Examiner of Claims at the Accountant General's Office, who died at his residence, Duswady Lane, Girgaum, on Sunday last, at the age of about 65 years. He entered the Accountant General's Department as a clerk on Rs. 8 per month, and served there 40 years, during which time he, by his industry and perseverance, raised himself to the position of an Examiner of Claims at Rs. 600 per month.

THE ARNOULD TESTIMONIAL.—We have been requested to state that it is intended to close the subscriptions to the Arnould Testimonial and to pay them over to the University of Bombay as soon as possible. Subscribers to the fund are therefore asked to be good enough to pay in their unpaid subscriptions, without delay, to the National Bank of India (Limited), or send them to the secretary, Mr. Shantaram Narayan, Esplanade Cross Road.

KAIRA COLLECTORATE.—The weather report of the Kaira collectorate for the fortnight ending 15th June states that a few showers only had fallen. Sowing had been commenced in very few places. Rain was urgently required, and there were signs of a fall. The state of public health was good with the exception of a few cases of cholera. Cattle were reported to be free from disease. They were, however, suffering from want of grass.

SAILORS ASSAULTING THEIR OFFICERS.—In the Fort Police Court yesterday, before Mr. Nana Morojee, James Robertson and Charles Jowell, of the ship Hooghly, were charged with assaulting Captain Longfoot, of that vessel. They had got leave with the boat for an hour in the morning, but did not return till late, and on the captain challenging the delinquents they assaulted him and the second officer. They were sentenced to imprisonment for a month.—Godfrey Banks' of the ship Elizabeth Fry, was sentenced to imprisonment for three weeks for assaulting Mr. Foxton, chief officer of that ship; the period of imprisonment to commence on the expiry of the three weeks he had to be in prison under a charge of disobedience, tried before the Court that day.

THE WRECK AT BASSEIN.—Mr. AVTON, Superintendent of the Sailors' Home, who proceeded to Khullum on Friday night for the purpose of exhuming the bodies of the sixteen sailors of the Great Northern who were drowned, and placing them in one grave, was engaged at that work all Saturday and part of Sunday, assisted by some of the survivors and a party of Mhars. The bodies had been roughly buried at intervals extending for twelve miles, but all were recovered except one, of whose remains no trace could be found. The remains of each man were placed in a separate coffin and all were buried in one grave on Sunday afternoon, when the burial service was read by Mr. Avron. As we have already stated it is intended to put a wall and railing round the spot and to erect a headstone over the general grave of the unfortunate men.

THE ACCIDENT TO A MEMBER OF THE GOVERNOR'S BAND.—Sergeant Hilliard, of His Excellency the Governor's Band, who was accidentally shot by one of his comrades on the 17th instant, died in the Artillery Hospital at Kirkee yesterday (Sunday) morning. Major Thatcher, the Superintendent of Police, on receiving notice of the man's death, immediately proceeded to the hospital where the body of the deceased person was, and there, in the presence of three respectable persons, made inquiry and examined all the parties who had any knowledge of the facts and circumstances of the case. As it clearly appeared from the statements of these parties that the homicide was not culpable, but purely accidental, the Superintendent of Police seeing no reasonable ground of suspicion to justify the transmission of the accused person to the magistrate, released him in accordance with the provisions of section 153 of the Criminal Procedure Code. The man who was the cause of the sad occurrence bears the most unexceptionable character, and was the bosom friend of the deceased.—*Deccan Herald.*

WEATHER REPORTS.

KOLAPORE, 21st, 12 noon.—Weather partially clouded, wind south-west, thermometer 88.

VINGORLA, 21st, 10 A.M.—Weather cloudy, wind south-west moderate, thermometer 82, rain 20 cents.

CARWAR, 21st, 8-40 A.M.—Weather cloudy, wind light variable, thermometer 80, barometer 29·94, rain 16 cents.

COCHIN, 21st, 10 A.M.—Weather fine, wind north-westerly, thermometer 78, barometer 19·978, sky cumulus.

A NERBUDDA FERRY STEAMER DISABLED.

SOME days since we had to report a serious case of shipwreck on the Nerbudda and the loss of one of the ferry steamers. Misfortunes have an awkward way of never coming singly, and on the 16th the remaining ferry steamer—the Indus—ran aground a couple of miles below Broach and was so strained that it was found necessary to send her to Bombay for repairs.

THE LATE MURDER OF A EUROPEAN.

ON Saturday last, at the Girgaum Police Court, before Mr. R. H. Showell, William Hutchinson, a fireman in the employ of the G. I. P. Railway, was again placed at the bar, and charged with murder, in having on or about the 11th inst. caused the death of Charles Johnston, also a fireman in the employ of the same Company.

Mr. Hearn, public prosecutor, conducted the case on behalf of the prosecution; the prisoner was undefended.

After one Valentine Augustine, a printer, who had seen the prisoner assault the deceased with a hammer, and one Pascoal Francis, a cook in the employment of three persons, of whom the prisoner was one, were examined,

John Dadson deposed—I am an inspector of police, and in charge of Mazagon. I remember Friday, the 11th inst. In consequence of information I received at 10 o'clock P.M., I went to a house known as the Nawab's house. I found there a man lying dead, whose name I have learnt was Charles Johnston. A woman named Rozario, who is a witness in this case, was there. I examined the body and concluded it to be lifeless. I searched the verandah and found this hammer now shown to me. I also found a portion of a glass bottle. In consequence of what Mrs. Rozario told me, I went into the prisoner's room, which is close to the verandah, and I found him there. He was alone in the room. There were one or two railway sepoys and another police sepoy, No. 25, standing on the steps. I told the prisoner I must arrest him for causing the death of the man who was lying outside. He replied "I know you must." He then voluntarily stated that as he was passing by he saw Johnston and the woman lying together, and that he said to them that they might get out of the way to do that. He added that Johnston said, "*Go to hell, you b——! what* have you got to do with it?" and getting up struck him with a bottle on his left cheek. Prisoner said he could not stand that, and therefore he gave him a beating. That they had a fight together, and that Johnston tore the shirt off his (prisoner's) back. Prisoner *produced a coloured shirt and trousers*, marked B. and C, which he said he had on at the time. I saw, one or two spots on the trousers, which appeared to me to be stains of blood, and the *shirt* was torn. These clothes were not on him at the time. He told me that he had changed his dress. He had on a pair of thick heavy boots. I was present at the inquest. The prisoner also added that he had been ordered out to his engine at half-past 11 o'clock at night; and that he had returned in consequence of a pain in his face. I saw Dr. Gray come and look at the body. I saw him make the *post mortem* examination the next morning at the Morgue. There were lights in the prisoner's and the deceased's rooms. These lights threw a glimmer on the verandah.

Cross-examined by the prisoner—When I came to your place I believe Mrs. Rozario was drunk.

After the examination of a few other witnesses, the Magistrate committed the prisoner to take his trial at the ensuing Criminal Sessions of the High Court.

FORT POLICE COURT.—21ST JUNE.

(Before NANA MOROJEE, Esq.)

CHARGES AGAINST SEAMEN.—Peter Matthews, Geo. Theodore, and John Brett were charged with disobedience aboard their ship the Prince of Wales. The first pleaded not guilty and expressed his wish to go back and resume work, and he was to be allowed to do so after imprisonment for three days. The other ten were sent to prison for three weeks after which they will be sent aboard.

Godrey Banks and other five men were sent to prison for three weeks for disobedience.

John Lynch, of the Stornaway, was sentenced to imprisonment for five weeks on a similar charge.

Augustus Horsham and William Lee, of the Grand Duchess, were sent to prison for a fortnight, also for disobedience.

John Pope and three others, from the Hooghly, were sentenced to a fortnight's imprisonment on the same charge.

ASSAULT.—Bapoo Coodajee was charged with assaulting Abia Husseed. Defendant was standing on the road, and assaulted complainant when he asked him to get out of the way. He was ordered to pay a fine of Rs. 15, or suffer imprisonment for thirty days.

THEFTS.—Antone Francis was ordered a whipping of ten stripes for stealing two tin cases of soap belonging to Messrs. Crawford & Co., auctioneers.—Ramdass Bugwandass was sent to prison for six months for stealing a shawl, valued at Rs. 40, from Ballajee Laximon. He had lifted it from a box and gone off with it.

VELOCIPEDE ACCIDENTS.—Yesterday morning an accident occurred to Mr. Williamst of Stamford-villa, Chapham, while he was riding a velocipede in the Blackfriar road. In trying to avoid an omnibus the machine topplec over. He fell to the ground with much force, and was insensible for some time. Last evening a velocipede rider ran into a cab near the Elephant and Castle, and received such injuries as to necessitate his removal to Guy's Hospital. Numerous accidents to velocipede riders returning from Epsom have been reported.—*Globe, May 27.*

THE REMARRIAGE OF A HINDOO WIDOW.

CASTE OPPOSITION.

WE are sorry to find that a portion of the Hindoo community is insane enough to wish to punish by excommunication the Hindoo couple married the other day at Mr. Moroba Cannoba's house—and not only them but their associates. Some of the intelligent Natives have set themselves in opposition to the barbarous orthodox party, and we find that a legal opinion, given by Mr. Shantaram Narayan, has been printed and circulated amongst the native community in the hope of influencing a meeting which was to be held on Sunday to consider the proposed excommunication.

The meeting was held at the Thakoordwar Temple, Girgaum Road. Some foolish speeches were made, and a subscription sheet was handed round among the assembly. Some of the reformers were present at the meeting to watch the hostile proceedings; and the orthodox party have, in their wrath, sought to fasten criminal charges upon them. Accordingly, at the Fort Police Court yesterday, one Gunesh Bapoojee applied to Mr. Connon for summonses against Messrs. Mahadew Govid Ranade, Balla Mungesh Wagle, Ramcrustna Gopall, Bhasker Hurry Bhugwat, Vishnoo Parashram Ranade, Narayen Mahadew, Shajoo Crustna Dhond, and Moroba, charging them with criminal force and assault under section 349, mischief under section 425, and attempting to commit an offence under section 511 of the Penal Code. The Magistrate granted a summons against the defendants, with the exception of Mr. Balla Mungesh, who is a member of the Bar. The summons is made returnable on the 30th instant.

We print Mr. Shantaram's opinion, referred to above, which we are sure will be read with interest:—

MY DEAR MR. SHANTARAM,—Will you oblige me by giving me your full opinion on the subjoined * query? I feel that the othodox party should have the fullest liberty of thought and action in the matter, but I desire to know the legal consequences of what is intended to be done at to-morrow's meeting at the *Thakurdwar* Temple,—Yours truly,

19th June 1869.

* The query is contained in the *Opinion* below.

OPINION.

I am asked to give my opinion on the following query: Will it be an offence under the Penal Code or any other law, for those who condemn the recent widow marriage to assemble at a caste-meeting and to excommunicate the spouses and those who joined the dinner party given on the occasion? And if so, what is the penalty for it?

The subject of this query is altogether so novel and so important that it is with no small diffidence and difficulty that I have formed my views upon it. I will yet endeavour to state my views with their reasons.

Whatever may have been the state of the law before Act XV. of 1856—an Act to remove all legal obstacles to the marriage of Hindoo widows—passed into law, as to the validity of such a marriage, it is quite clear that by that Act all questions on this point have been altogether set at rest.

The preamble of this Act recites that by the law as administered before the Act, Hindoo widows with certain exceptions were held to be incapable of contracting a second valid marriage; (2) that many Hindoos believed this imputed legal incapacity, though in accordance with custom, was not in accordance with a true interpretation of their religion, and desired that the law should no longer prevent the adoption of a different custom by those Hindoos who were so minded; and (3) that it was just to relieve all such Hindoos from this legal incapacity of which they complained, and that the removal of all legal obstacles to the marriage of Hindoo widows would tend to the promotion of good morals and to the public welfare.

The Act then in Section I. enacted:—No marriage contracted between Hindoos shall be invalid by reason of the woman having been previously married or betrothed to another person who was dead at the time of such marriage, any custom and any interpretation of Hindoo law to the contrary notwithstanding.

The lawfulness and validity of a Hindoo widow's marriage has thus received legislative sanction, and its tendency to promote public good has been expressly recognized by the same high authority. The next question to consider is, whether, if any Hindoo man and widow, following, "the dictates of their own conscience," depart from "established custom" and (being otherwise eligible for marriage) contract a marriage, they commit any act liable to be condemned as involving loss of caste? Now, I cannot bring myself to ponder how, after the express sanction of the legislature noticed above, the legality of the marriage, in any point of view, can be questioned. Once declared valid by positive law, it is good for all purposes; and even if the Shastras had positively prohibited (which is far from being the fact) such an injunction could not have availed to render it unlawful. Individuals may certainly hold to their own view that the marriage, by the Shastras and by established custom, is still unlawful, and may indeed, as far as they are concerned, refrain from associating with the married couple and their partisans, but I think they cannot safely assemble and publicly declare that the married parties or their associates are defiled and fallen from their social standing in the caste.

[After quoting Sec. 499 of the Penal Code as to the definition of defamation, the Opinion proceeds—]

To declare the marriage invalid, is, in other words, to impute illicit intercourse to the spouses and to excommunicate them and their associates is to make an imputation concerning them of an offence against their religion and caste, or of defilement, corruption, and degradation from their social position—an imputation which evidently "lowers their character in respect of their caste," and therefore "harms their reputation." If this be true, it follows as a natural consequence that what the meeting mentioned in the query contemplates to do is defamation, unless it fall within one of the exceptions to the above section. The only exceptions which, I think, we need consider for the present purpose are the first and the ninth, which run as follows:—

First Exception—It is not defamation to impute any thing which is true concerning any person, if it be for the public good that the imputation should be made or published. Whether or not it is for the public good is a question of fact.

Ninth Exception—It is not defamation to make an imputation on the character of another, provided that the imputation be made in good faith for the protection of the interests of the person making it, or of any other person, or for the public good.

If the public good in this case require that the imputation should be made, then assuredly it is justifiable, but how can this be shown? That an imputation like this will not promote the public good is abundantly clear, not merely because I think the remarriage of widows to be a good institution, but because the legislature (as we have seen) has so recognized it. Nor can I conceive how under any view of the case, the imputation can be justified on the ground of the interests of the person making it or of any other person. I cannot conceive how it can be anybody's interest to make an imputation against the parties concerned in the late marriage which will have the effect of degrading them and placing them in the position of outcastes.

If not justifiable, then, under any of the ten exceptions to Section 499 of the Indian Penal Code, it must be concluded, that the imputation will amount to defamation, which is an offence punishable with imprisonment for two years, or fine, or with both.

I feel bound, therefore, to advise against the expediency of any person making or publishing (whether at a meeting or otherwise) any imputation against the parties concerned in the late marriage. Before concluding, I think it right to add, that if any meeting *be held for the purpose of the excommunication*, persons composing such an assembly may become liable to be prosecuted under the provisions of Section 141 of the Indian Penal Code. An assembly of five or more persons is designated an "unlawful assembly," if the common object of the persons composing that assembly is—(among other things)—to commit mischief, or criminal trespass, *or other offence. As defamation is an offence* under the Penal Code, and as defamation will be the object of the assembly, there is little difficulty in conceiving the risk *which persons attending the projected meeting will* run. Every member of an "unlawful assembly," (where there is no aggravation) is punishable with imprisonment of either description not exceeding six months or with fine, or with both. Dated 19th June 1869. SHANTARAM NARAYAN.

EXPERIMENTAL FARMING IN KHANDEISH.

APPENDED is a letter from Mr. A. F. Bellasis, Officiating Revenue Commissioner N. D., addressed to the Chief Secretary to Government, and dated 15th May 1869:—

"With reference to the Government Resolution No. 2767, dated 20th July 1868, sanctioning a grant to meet the expenditure in the establishment of a model from in the Khandeish collectorate, I have the honour to submit the accompanying report, with enclosures, from the Collector of Khandeish, giving an account of the first year's proceedings.

"As stated by Mr. Sheppard in paragraph 4, a beginning has been made, but under very unfavourable circumstances. In the first place the sanction reached him late in the season, and it is rather fortunate that it did not come earlier, or the failure of the past monsoon would have rendered useless any preparations that might have been made for operations on a large scale. As it is, experiments were undertaken in cotton with fair results, one of the crops having more or less been irrigated from the Jamda canal.

"The appointment of Mr. Fretwell as superintendent in November last has supplied one of the chief requirements in connection with the farm. His memorandum accompanying the Collector's report bears evidence of the pains he has taken in collecting information, and I have no doubt the farm, especially the culture of silk, will derive benefit from the experience acquired during his tour of Mysore and Goa.

"On the whole, I consider the proceedings satisfactory as a beginning, and trust that they will be so viewed by His Excellency the Governor in Council. The farm now consists of 350 acres of land, and to this the current year's operations should be confined. Mr. Sheppard will be requested to submit proposals for its enlargement next season, in consultation with Mr. Ashburner.

"I will also desire the Collector to take steps, at as early a date as possible, to get a supply of silk-worm seed, &c. If one or two families from Mysore, accustomed to raise and reel silk, could be induced to settle on the farm in Khandeish, it would facilitate progress considerably.

"I have suggested to the Collector that he should try experiments on the farm by growing the divi divi, the pods of some samples of this tree having been very favourably reported on as an article of trade useful in tanning."

MR. SHEPPARD'S REPORT.

Dated 23rd April 1869.

I have the honour to report the result of the 1st year's working of the model farm sanctioned in Government Resolution No. 2767, dated 20th July 1868.

Considerable difficulty was experienced in obtaining a suitable site for our operations. Large waste patches of even average land are now seldom to be found in Khandeish, except in the western and northern districts, and the distance of these from the railway, as well as the unhealthy climate which characterizes them, made me unwilling to select a basis for our operations in these localities. The site eventually chosen was, as you are aware, in the Bhurgam Peta of the Pachorra talooka, and it possesses the advantages of good climate, fair soil, proximity to the railway, and capabilities for irrigation from the Jamda canal. I obtained 200 acres, almost in a ring fence, the greater portion of which was in Government hands, the remainder being purchased from the occupants.

I am aware that the above area is very small, but it was as much as I was able to take in hand at first. I desired to act in communication with Mr. Ashburner, without whose approval I should have been sorry to start the scheme which he has so warmly advocated, and I was not sure that he would endorse my selection of site. Again, I was unable to appoint a superintendent, not knowing whether Mr. Ashburner would not engage one in England; and, lastly, the sanction arrived too late for very extensive operations being commenced last year, except at very great cost, and with every chance of considerable waste of public money.

Under the above circumstances, I am not about to trouble you or Government with an elaborate report of proceedings. I have, in fact, very little to report upon; but I shall endeavour to show that in the face of considerable difficulty, and of the worst season known in Khandeish for many years, a *beginning has been made*, and that the portion of the sanctioned amount which has been expended has been spent *carefully, usefully*, and with fair prospect of eventual profit.

I entrusted the general superintendence of the preliminary arrangements to my assistant, Mr. Campbell, who has given his earnest attention to the experiments, and whose assistance throughout I am glad now to have the opportunity of acknowledging. Although late in the season, the whole 200 acres were cleared and prepared for cultivation before the first fall of rain on 8th June. This, however, was hardly sufficient to saturate the soil, and a four week's drought succeeded. A few showers fell subsequently, but the ground was not once thoroughly soaked, and the soil never really consolidated.

The Jamda canal, to which we had looked for help in such an emergency, was unfortunately dry at the end of June, and it was, therefore, impossible to experiment, as I had purposed doing, with some imported rice seed. Ordinary cereals and cotton were planted. The former mostly failed. The latter, from some seed procured direct from Hingunghaut by Mr. Campbell, turned out as well as could have been hoped for. *The cotton* of 40 acres for cotton experiments was allowed to the inspector, who planted it with Khandeish Hingunghaut. The crop was poor *owing to the failure of the monsoon*, but nevertheless very fair samples of the produce were exhibited at Broach and at Mahijes, and it was observable that the produce of the seed freshly imported was not distinguishable from that planted by the inspector.

The second crops were more or less irrigated from the canal, and the value of the produce amounts to Rs. 1,000, which, considering the exceptional character of the season, and that the first year is necessarily little more than *one of preparation*, is, I think, satisfactory.

You will remember that in November last I obtained permission to employ a Mr. Fretwell on special duty connected with the farm and the proposed silk experiment. This gentleman has since made a tour through the Mysore and Goa districts, and the information and experience he has gained is likely to be of much value. Mr. Ashburner, on his return from leave, expressed himself in favour of my appointing Mr. Fretwell at once to the farm, and this, in anticipation of your sanction, I have done, having drawn up an indenture of agreement with him, copy of which I will forward to you should you desire it. The land now in hand is nearly 350 acres. The stock consists of 20 pairs of good serviceable bullocks, and there is a good and contented staff of labourers. Mr. Fretwell, therefore, enters upon his duties under comparatively favourable circumstances, and I have much confidence in his success.

In connection with Mr. Fretwell's late tour, I may here mention that, owing to a general epidemic disease among the silk-worms this season in Mysore, he has been unable to procure seed for the proposed experiment. I propose extending the mulberry cultivation as much as possible during the ensuing monsoon both at Dhoolia and at the farm, and hope that during next cold weather the experiment may be commenced.

The memorandum prepared by Mr. Fretwell of the information he obtained on this and other subjects during his visit to Mysore will, I think, be interesting to you, and I, therefore, append a copy.

I regret that I am unable at this moment to submit debtor and credit accounts for the past year. Some of the grain, however, is yet unsold, and Mr. Fretwell has not yet completed his valuation of the assets. Up to 31st ultimo the sum of Rs. 10,179-11-5 had been expended, leaving a balance of Rs. 9,822-4-7. You will thus perceive that the results are reported are moderate such also has been the expenditure.

In a short time I hope to have one of the centrifugal pumps, now on their way from England, at work on the farm. There is a small stream of water close to the cattle steadings, which I am now having dammed up, and a well is also about to be sunk. Mr. Fretwell has not yet had time to mature his proposals for this season's sowing operations. I propose reserving a fair space for experiments in grasses, fibres, roots (such as marigold, yam, turnzel, &c.) The future development of the farm must depend upon the wishes of Government on the subject. A commencement now having been made, and a superintendent (I trust an efficient one) found, the field of operations may be enlarged without danger of great waste of public money from too hasty a beginning. If Government are prepared for an enlargement of the scheme, I will, after seeking Mr. Ashburner's advice, submit proposals for next season.

THE SHIP GLENDOVER.

(*Sindian, June* 16.)

A SERIOUS disturbance, approaching mutiny, occurred in harbour on board the ship Glendover on Sunday last. It appears that fourteen of the ship's crew managed to get at two barrels of beer and a case of wine, which formed part of the vessel's cargo, and made free use of the same, from the effects of which they very soon became disorderly. The captain, on finding out that the ship's cargo had been tampered with, ordered some of the men to lower the boat. This much was done, but the men bluntly refused to man it. The captain's order to hoist a signal for the police to come on board was also obstinately disobeyed. On Mr. Head Constable Capstick, of the Preventive Service, becoming acquainted with the captain's predicament on board the Glendover, that officer went on board the vessel at once, and found that the men were in a state of mutiny. After hearing what the captain had to say, Mr. Capstick succeeded, by conciliatory means, in getting the men out of the vessel, and securing them on shore. It was much feared that, considering the riotous spirit which the men exhibited and their intoxicated condition, Mr. Capstick would not return safe on shore. The manner in which he accomplished his duty on the occasion in question reflects the highest credit upon him. The men were tried by Mr. Cole, the Harbour Magistrate, yesterday, and sentenced to three weeks' rigorous imprisonment each.

PRINCE ALFRED IN NEW ZEALAND.

THE following telegrams from the Otago papers report the movements of the Prince in New Zealand:—

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OFFICIAL ENQUIRY REGARDING THE LOSS OF THE BUCENTAUR.

The Marine Court of Enquiry appointed by Government, and consisting of John Connon, Esq., Acting Senior Magistrate, and Captain Wilkinson, of the P. & O. s. s. Golconda was, resumed yesterday morning in the Fort Police Court to enquire into the circumstances attending the loss of the Bucentaur on the south-west prongs on the afternoon of the 3rd inst.

Mr. Hearn conducted the case on behalf of the Government (assisted by Mr. Jolley, Second Assistant Master Attendant), and Mr. C. E. Stanger Leathes appeared for the captain.

Samuel E. Soulthorpe, first class pilot, was first called and examined by Mr. Hearn. He deposed—I am in charge of No. 3 pilot schooner. I was cruising on the out-stations on the morning of the 4th inst. I had been out since Friday. I was off Malabar Point a little after 10 o'clock on the morning of the 4th. I was taken off my ground by a strong set to the northward, and also because I had to go a little to leeward to put a pilot on board the Scindia. The outer light-ship bore S. E. from the Scindia, three miles distant, when I put the pilot about. This was just a little before ten o'clock. I went more to leeward after that, as I had to wait for my boat. I saw the Bucentaur that morning about 4 o'clock dead to windward. She was on the starboard tack heading in for the port. I hauled my pilot flag down, having no pilot on board; I made no signal so as to not to entice to the leeward. The wind that morning from ten till two was about S.S.E. variable—sometimes to the southward and sometimes to the east, but did not go to the westward of south. The Bucentaur passed us about three miles to the windward, at about twelve or half-past twelve. I was right off Malabar Point at that time, or about five miles from the reef. When I first saw her she was going all right. The fore halliard of my schooner was carried away, and the mainsail was split, and I was so much engaged getting on new canvas that I did not happen to see the Bucentaur strike. I stood off and did not see her till next day. I did not get back to my station till Sunday in consequence of a strong set to the northward and my jibboom being carried away, so that I could not carry so much sail as I required.

By Mr. Leathes—It was blowing stiff and squally on the 4th and was rather hazy, especially over land. Mine was the pilot schooner out that day. There are three belonging to the port: one was in dock and had been so for some time. When the Bucentaur passed me she was too far off for me to make out whether she had a signal flying for a pilot. I have known the captain since he began to come to Bombay. He bears a very good character as a seamen. He is a steady man, and as far as I can judge, he understands his duties as a seaman.

By Captain Wilkinson—I saw the breakers there at 10 o'clock. The Bucentaur might have carried all plain sail in such weather as we had that morning. I could not see the light-ship all the forenoon as the weather was very thick. The Colaba light was sometimes visible. Cross bearings might have been taken from the light-house and light-ship. If nothing had happened to my sails I could not have fetched in from where I was without standing off.

By Mr. Leathes—I say the Bucentaur could have carried all plain sail that morning. I carried away only one sail, and that was the mainsail, which had been in the loft some time and had got the dry rot. The foresail halliards had carried away.

Patrick Dooley, an able bodied seaman of the Bucentaur, was the next witness. He deposed in reply to Mr. Hearn—I went to the leads at about a quarter past twelve. I was the first that went to the chains and found seven fathoms of water. The chief officer told me to wait his orders for the second cast. That was made about four minutes before she struck, and there was 4½ fathoms. The next cast was when she struck, and there was about 19 feet. I think she struck midships or a little further aft. She then turned round as on a pivot with her head to the S.W. She came round to the north as if her helm had been starboarded. All sail was made to try to get her off. We still kept heaving the lead. Some times she would go off a little and then the swell would set her on. She did not get fast till she filled with water. I think she went about two lengths to the leeward after she struck. I did not notice any broken water.

By Mr. Leathes—This is my fifth voyage to Bombay, and I know the harbour very well. The wind was from the S.E. and shifted suddenly three points to the eastward as far as I can judge, and took the ship right aback. If the wind had stopped as it was when we made sail to take the harbour, the ship would have cleared the reef by about three-quarters of a mile. The weather was thick and hazy up to the time we struck. We could see the light-ship and light-house now and again.

By Captain Wilkinson—She was taken aback some two minutes before she struck. She continued to strike while she was going round. I am quite sure she went off right to the northward while she came round.

James Caugher, another of the Bucentaur's crew, was next examined by Mr. Hearn. He deposed—I went to the masthead at about 9 A.M. on the 4th, and remained there till above twenty minutes before the ship struck. The first thing I saw was a pilot ship which I took to be the light-house, at about 10 o'clock then a long distance off on the leebow. I reported this to the captain. The next thing I saw was the light-ship about five points on the weather bow. This was about an hour after sighting the schooner; and in about half an hour later I saw Colaba light about four or five points on the below. At about eleven o'clock I saw a ship coming out and reported that to the captain. The ship's yards were braced forward about an hour before she went ashore. There was a strong wind and thick weather. I have been here four times.

(Q.) You know where to look for the Prongs?—(A) Yes, sir; after this I do.

(Q.) Did you know that morning where to look for them?—(A) No, sir.

By Captain Wilkinson—Did you keep your eye open for broken water?—(A) No, sir. I was too busily engaged.

(Q.) Were you not particularly cautioned to look for broken water?—(A) No, sir.

By Mr. Hearn—I came down to report the Colaba light to the captain, and the mate ordered me to go and see the anchor cleared and I did not go up again. All hands were employed on deck. The ship struck at about half-past twelve. I was then on the forecastle hauling off the jib sheets. After she struck she came round on her heel head to wind as if she had tacked to the port helm. When she struck orders were given to set sail. This was done at once, and I think she went ahead a little—about two lengths. She did not bump very heavy at first, but afterwards she did so. I noticed that she was making water about half an hour after she struck. She was then hard and fast, and orders were given to go to the pumps. About an hour and a half before the life-boat came orders were given to get the tackles ready. That was done, and the boat was mouth-down on the skids with the oars in her. It was perhaps about half-past five when the life-boat came from shore.

By Mr. Leathes—I got no special instructions to report broken water; but on general instructions I kept a bright look-out towards the shore, and if I had seen any broken water would have reported it at once. The wind was variable. About ten minutes after I came down from aloft the light-ship could be seen from the deck. The deep sea line was hove on the night of the 3rd and on the morning of the 4th. The men were all in their proper places. Every attention had been paid to the braces and the jack was flying for a pilot. With the exception of the men required at the wheel, all hands were at the pumps and remained at them till they were washed away about an hour and a half before the life-boat came up. As soon as we were obliged to give up pumping we commenced to get the tackles ready.

By Captain Wilkinson—The light-ship was in sight except during the squalls when we lost it sometimes for 15 or 20 minutes. When we came well in we saw the light-ship all the time. Orders were given to brace the yards, and the ship was taken aback three minutes before she struck. After striking she was about ten minutes in coming round.

John Murray, second officer of the Bucentaur, and who holds a second mate's certificate which had been washed ashore from the wreck, was next examined. He deposed—It was my watch on the 4th inst. from 8 to 12, and I steered an E. N. E. course by the standard compass—sometimes E. by N. for an E.N.E. course. The wind was S. by E. The captain was then on deck and had been so since the previous night. We sighted the pilot schooner at about eleven. She was to leeward of us and we kept a little more away thinking to get a pilot. I could see no pilot signal on her. We sighted an outward bound vessel previous to this. We thought we might get a pilot out of her. We had the jack flying for a pilot an hour and a half before that. We were hailed by some one—whom I took to be the pilot—on the poop of the outgoing vessel, but I did not hear what he said. The ship was flying a signal at that time. It was No. 1047. I don't know what that means. We made it out after she had passed. We did not send a boat. We could have done so, and I don't know why no boat was sent. It was about this time that we saw the Colaba light-house. After this outward-bound ship had passed we steered E. We took bearings of the light-ship but not of the light-house. We no longer kept away from the pilot schooner; I don't know why. I should say she was at this time three miles from us. We hauled up close to the wind, and were bracing the yards when she struck about an hour after passing the outward bound ship. She was heading about east after passing that vessel. She was then going free; we hauled her up close to the wind a few minutes before she struck. She came round on her keel. She touched, the helm was put up, the afteryards were squared and she came round on her keel. Sail was then made and she forged a little ahead—perhaps a length—and then became fast. She struck at one o'clock. All hands were sent to the pumps at about two, but by about three she was full of water. About this time some of the men were taken away to get the boats ready. Some of the men were always at the pumps till about five. When the life-boat came all hands got into the life-boat. I saved nothing except a watch, a ring, a few shillings, and the clothes I had on. My cabin had been stove in at about 3 o'clock.

By Mr. Leathes—When I first went on watch I was steering E. by W. by the steering compass. I don't know what it was by the standard compass. I think there was no danger of a good boat in the sea there then was. Our gig would have lived in that sea. I could have got the boat in the water in about ten minutes, but the outward-bound ship had passed us and was going on her course at about five knots so that we would have had a considerable distance to reach her. The pilot schooner, I believe, was more than three miles from us. When we had hauled the ship up, the wind shifted suddenly about two or three points to the eastward. The ship was taken aback, and struck in a few minutes after. The weather was hazy over land and sea: the wind had been variable and squally all the morning. Everything on board was in good working order, and all hands were on deck and at their proper stations when she struck. I have been to Bombay once before.

By Captain Wilkinson—I was on the poop after twelve and remained there till she struck. The captain was on the poop also, but he made no remark to me as to why he did not send a boat for the pilot. When the ship was taken aback the helm was put up immediately. We braced up sharp before the ship struck. When she struck the man was knocked from the wheel, and the captain ran to it himself. Sail was made when she struck and that filled and never went aback. I believe the ship had then come round to starboard, but I can't tell for I was in such a confusion. The spanker was set as soon as we got aground.

James Weymouth, seaman, deposed that he went to the wheel at about a quarter past noon on the 4th. The course given me, he said, was E. by the s teering compass. I continued on that course till she struck. When she struck she came round with her head to wind to the south. I don't know how long she took in coming round, but in about two minutes after she struck I was knocked from the wheel. I was insensible for about three-quarters of an hour, and by that time the ship was settled in the water.

By Captain Wilkinson—I am quite sure the ship came round head to the wind or to the southward.

The Court then adjourned till 2 o'clock this (Tuesday) afternoon, when Mr. Leathes will be heard on behalf of the captain.

THE MONCRIEFF GUN.

At the last meeting of the Royal Institution Captain Moncrieff explained his system of artillery to be based on the following principles:—"Instead," he said, "of trying to meet force by force, I make my gun bow to the inevitable conditions which science has imposed; and instead of wasting energy, money, and skill in attempts to raise a buttress against the new artillery, I employ the hitherto destructive force of recoil to lower the guns below the natural surface of the ground, where they can be loaded and worked in security and comfort; and at the same time I have made that destructive force so much my servant that I compel it, at my pleasure, to raise the gun again into the fighting position whenever it is required. In 1855, while watching the interesting operations before Sebastopol, and endeavouring as well as I could to understand the conditions under which the seige artillery was used, I conceived the idea which is now realized. It was then that I saw the value of earth, and the importance of simple expedients. It was plain that the weak point of a battery was the embrasure, forming as it did a mark to fire at, an opening to admit the enemy's shot, and requiring constant repair, even from the effects of its own gun, which in firing injured the revetments with which the cheeks are formed. I soon came to a conclusion in my own mind that a remedy for some of these defects could be devised. The real difficulty of the thing arose from the necessity of providing for the enormous strain of the recoil. At last I hit on a simple principle that would meet this difficulty to advantage, the interposition of a moving fulcrum between the gun and the platform—then I knew the problem could be solved." The points considered in Captain Moncrieff's plan are the mechanical principle of the gun carriage, the internal and the external forms of batteries, and the selection of the ground on which batteries should be placed.

ASSASSINATION OF THE AUSTRIAN CONSUL AT LEGHORN.

Much excitement, says the *Daily Telegraph*, has doubtless been caused in what are known as "diplomatic circles" by the deplorable tragedy at Leghorn, the news of which was the other day made known by telegraph to the whole civilised world. Indeed, since the murder of M. Rossi at Rome, two-and-twenty years since, it is doubtful whether an outrage of such international gravity has ever been committed. The Austrian Consul at Leghorn was foully assassinated while walking in the public street with General Crenneville, an old and distinguished officer in the Imperial army. Count Crenneville was also wounded, but slightly. It is conjectured that the Consul was killed by mistake—his assassin's blow being destined for his companion, and directed by motives of personal vengeance against General Crenneville, who, as Commandant of the Austrian troops occupying Leghorn in 1849, after the state of siege had been proclaimed, acted with much severity towards the inhabitants of the Tuscan seaport. The Austrian General, it is added, had been lately warned of his danger and counselled to leave Leghorn as quickly as possible; and it was on the eve of his departure that the assault took place. A number of persons have been arrested as accomplices of the assassin; and, without a shadow of doubt, the Italian Government will be unremitting in its efforts to discover and punish the murderer or murderers. A vendetta which lingered for twenty years ere it could be satisfied is, indeed, very terrible; and the enemies of united Italy may adduce the Leghorn assassination as a convincing proof of the dark and vindictive character of the Italian, and his proneness to avenge himself for personal wrongs by that wildest and worst among all kinds of justice, the revenge of blood-spilling. With greater cogency, however, the friends of Italy can point to the established fact, that the crime of private assassination, never so common in the North as in the South, has decreased in an astonishing degree throughout the Peninsula since her independence has been achieved; and that, although deliberate homicide, yet to a certain extent stains the criminal records of Naples and Sicily, it is certainly not more common in Lombardy, Tuscany, or Piedmont than it is in England, France, or Germany. Proportionately to the population, the largest number of private assassinations are committed in the States of the Church. The Leghorn business is, no doubt, very horrible; but it may now be regarded as wholly exceptional and isolated.

A GENTLEMAN WHO WANTED A WIFE.

A few weeks since the following advertisement appeared in a Bristol paper:—

'Wanted, to correspond with Christian young ladies, by a young man who is of a sentimental and poetic turn of mind.—Address "Homo," Post-office, North-street, Bristol.'

Some young gentlemen of the city, considering that a fair opportunity for indulging in some harmless fun at the expense of this "young man of a sentimental and poetic turn of mind" was afforded, one of their number imitated a lady's handwriting, and penned a note, asking the advertiser for a specimen of his "sentimental and poetic turn of mind." Contrary to the expectation, the bait took, and elicited from the advertiser a long epistle, containing a strange admixture of bad grammar and religion; but he reserved for the postscript, which was as long as the letter, a declaration of his love. Other correspondence ensued, portraits were exchanged, and ultimately an interview was agreed upon, the place of meeting selected being the top of Stoke's-croft, which is not very far distant from the shop in which "Homo" carries on his "small fancy (jewellery) business." With commendable punctuality "Homo" appeared exactly as the clock struck eight. He was observed to be looking anxiously for his fair correspondent, when one of the party stepped up to him and asked him if he was "Mr. ——." He replied in the affirmative, and then the gentleman by whom he was confronted introduced himself as the Brother of Miss ——, with whom he had been corresponding, that he was accompanying her to Stoke's-croft for the purpose of her keeping the engagement she had made, when she had been suddenly taken unwell, and had gone into a chemist's shop, whither he asked "Mr. ——" to go with him. "Homo," however, began to suspect a trick; he stammered out some excuse about having a pressing engagement, and was about to hurry off in an opposite direction when he found himself suddenly surrounded by a score or more of young gentlemen, who congratulated him upon his approaching marriage, asked after his health, and the condition of his "small fancy business." He beat a hasty retreat, but his tormentors followed him, and as they assailed him with all kind of good-natured badinage a large number of persons were attracted. Followed by a very considerable crowd, "Homo" proceeded along Wellington-place, and by way of Ashley-road to Grosvenor-road, where he found refuge in a friendly chemist's shop. Several hundred persons remained assembled outside for two or three hours, but it being ultimately ascertained that he had escaped by scaling the garden wall at the back, they dispersed.—*Pall Mall Gazette.*

A SINGULAR STORY.

The *Preston Guardian* tells the following singular story:—"The following facts, if not authenticated beyond dispute, would scarcely be credited. On October 1, 1861, a Blackburn manufacturer procured from the Manchester and County Bank, Manchester, in payment of check, £400 of which five £20 Bank of England notes formed a part. These five £20 notes were paid to a Blackburn yarn agent and by him handed over to his spinner. On reaching home, a little beyond Colne, the spinner gave the notes to his father, who was also his partner, and the payment was duly entered in the cash-book at the mill. The old gentleman did not keep a private cash-book, but simply deposited the money where many thousands had been placed before, and for the time thought no more about it. A little more than a fortnight ago a man, with a gipsy physiognomy, along with a child about ten years of age, called at the house of the spinner, soliciting charity. Compassion was excited, the man and child were fed, a pair of trousers was given to the former, and from the wardrobe of the spinner's daughter the child received ample contributions. On the same evening the man returned, saying he had found in the lining of the trousers a £20 note, which he handed to his benefactor. The man was rewarded for his honesty, and went away rejoicing. The fact of the £20 having turned up so strangely was told to the police-officer stationed there, and he in turn told the circumstances to the police-sergeant at Colne. Unfortunately, our hero of the raven locks and olive complexion now assumed another character, and the romantic incident which told so well for him was altogether changed. The fact is, he found in the pocket of the trousers not one, but five £20 notes, and report says, though this might not be true, finding he could not get them changed, he offered them as flash notes at 3d. each, and yet was unable to part with them. He then thought that he could ascertain what the notes really were by taking back one, and finding out its value the worth of the other notes would then also be known. Shortly after the man had discovered that the notes were genuine he was seen in Colne, and he got very drunk. He purchased at Nelson a quarter of a pound of tobacco, and tendered a £20 note, which, after some precaution on the part of the shop-man, was cashed. Being now in funds and in the height of his hilarity, he ordered a pair of trousers to be made for himself, bought shawls for the child, and in short squandered right and left the money he had so strangely obtained. It is believed by the police that one of the £20 notes was used for lighting a pipe; but, as the number is known, if it has been destroyed the value can be recovered. The man was taken into custody and last week the case came before the magistrates at Colne. The cashier of the County Bank proved the identity of the notes recovered; the facts above stated were sworn to by other witnesses, but as the man pleaded 'Guilty' the case was summarily treated. He was sentenced to seven days' imprisonment in Preston House of Correction. The money recovered to the spinner amounts to a little over £64."

THE MARTINI-HENRY RIFLE.

On Friday (May 21) an unusually large meeting assembled in the theatre of the Royal United Service Institution to hear a paper read by Captain V. D. Majendie, R.A., Assistant-Superintendent Royal Laboratory Woolwich, on the subject of the Martini-Henry rifle. The visitors present comprised the Comte de Paris and a considerable number of naval and military officers. Having sketched the history of arms, more particularly in the sixteenth and seventeenth centuries, the author of the paper directed the attention of the audience to the results of General Russell's commission in 1864, which recommended that our soldiers should be armed with breechloading rifles. The policy of converting muzzleloaders had been also then approved; the shooting part of the rifle was to be removed from the loading part, and the rate of delivery was to be increased, so as to be commensurate with the requirements of modern warfare. The intentions of the committee to which he had referred had been fulfilled, inasmuch as the navy, the army, and a portion of the Militia had been provided with breechloading rifles. Speaking of the Snider-Enfield gun, he said that its value had been demonstrated during the Abyssinian campaign. One of these guns had fired as many as 72,000 rounds without requiring any repair worth consideration. Why, then, it might be asked, should the Snider-Enfield be superseded? Replying indirectly by another question he asked should no further improvement be made or adopted? Having read an extract from the report of the Ordnance Committee for 1862, he continued to state that the highest prize awarded in the competition which ensued had been adjudged to the Henry rifle—the Martini weapon then standing seventh in the list. The inferior position of the latter was, however, attributable to defects of ammunition, copper fire cartridges having been used in its trial. The Daw cartridge was then recommended. This was like the service cartridge, inasmuch as it consisted of thin coiled brass. Unlike the service cartridge it was secured by soldering the edges instead of cementing them with paper fitted into the base. The whole subject then divided itself into two parts—the one regarding the common denominator for barrels and the other concerning the method of loading. With respect to the barrel question the superiority of the Henry rifle had been demonstrated by a preponderance of competent authority, as regarded trajectory, accuracy, initial velocity, and penetration. Other qualifications, he urged, were not to be postponed to those he had enumerated. The Henry rifle, however, did not exclude any of these to which he had last referred. Regarding loading, it was admitted that the operation should be performed at the breech. In this case mere rapidity was not the only thing to be considered. The durability of the breech mechanism, its simplicity, its safety, its ease of manipulation, its non-liability to injury by exposure or rough usage, were all important in directing opinion on the subject. In the competition to prove rapidity the following was the order of merit:—1, Westley Richards; 2, Martini; 3, Henry; 4, Westley Richards (equal); 5, Berdan; 6, Money-Walker. The exposure test, however, had reduced the competition to the Martini and Henry weapons. The parts in the latter were much more numerous than those in the former, which was easier of manipulation and also somewhat cheaper. He then explained the construction of the rifle, which he said, consisted of a swinging block hinged on a pin, passing through its near end, the recoil being taken by the shoe. The cartridge was exploded by a direct acting piston, driven by the impress of a strong spiral spring within the breech block. The block was moved by the action of a lever to the rear of the trigger guard. The motion of pushing the lever forward depressed the block, compressed the spring, and ejected the empty cartridge. When the lever was drawn the block was raised and the breech closed. In the Martini-Henry rifle the advantages of both the separate weapons had been combined. The following targets had been obtained at the following distances:—300 yards, 47·2 ft.; 500 yards, 79 feet; 800 yards, 1·29 ft.; 1,000 yards, 2·19 ft.; and 1,200 yards, 2·28 ft. He then answered several of the objections made to the adoption of the new rifle. He denied that the face of the block was convex, as alleged by those who condemned it. He also replied to the assertions that if the trigger were full before the block was closed it would fire the cartridge, and that the empty case would be ejected into the face of the rear rank men. In answer to the objection opposed to the use of the spiral spring, he said that this contrivance had been adopted by the French and Prussians, and it was the only part of the Chassepot and needle guns which was not to be altered. Two hundred Martini-Henry rifles would be ready before the Wimbledon meeting this year, and the Enfield plant would be converted at the rate of 400 a week. The bayonet to be employed with the rifle was the saw bayonet, which was at present used by the Royal Irish Constabulary. This would be useful not only as an ordinary bayonet, but also as a saw and a *couteau de chasse*. He then spoke of the value of gun cotton, and concluded by an eloquent and instructive *resumé* of the history of arms from the earliest times.

LUCREZIA BORGIA.*

"Give a dog a bad name," says the old proverb, "and it will soon be with him as if he deserved it." Some such misfortune as this has befallen Lucrezia, the famous Duchess of Ferrara, and sister to the infamous Cesare Borgia; and if half the crimes imputed to her were in reality founded on a true ground, she would well deserve the base position in history to which some writers have condemned her. But while some have not scrupled to assail her name with accusations of the most infamous kind, among which incest, adultery, and murder hold a chief place, others, and those, too, best known among contemporaries, sang her praises in their loudest and best strains. Historians, such as Giraldi, Sardi, and Libanori, extol her with unqualified admiration; Ariosto and Strozzi commend her in their choicest verse; to her Cardinal Bembo dedicates one of his choicest works, and to her Aldo Manuzio appeals as having many virtues and many noble accomplishments, and as being a just princess and a liberal patron.

But two facts have ever militated against her; the infamous atrocities committed by her brother Cesare, and her having the misfortune to live for a portion of her life at a Court where profligacy of the most unblushing kind held undivided sway. In the crimes of her relative, and in the profligacy by which she was surrounded, were found unfailing seeds of accusation against herself; though, while many were ready to accuse, far fewer were able with justice to convict than were eager to condemn. "So widely," says Mr. Gilbert, "do authorities differ as to the real character of Lucrezia Borgia that it would almost be an act of presumption on the part of any author to decide definitely between them." Nor has he attempted this difficult and unnecessary task. Far more wisely he has simply endeavoured to give his readers a picture of his heroine as she appeared in her known, open, life, as far as the few glimpses of it we can obtain will permit, and as she still appears in her letters and some few similar documents, now first brought to unborn light.

His biography wisely abounds with bright and picturesque sketches of the times and customs in which Lucrezia took part; and especially with glimpses of Ferrara, its religious doings, mysteries and pilgrimages; its belief in witchcraft; its edict against blasphemy. Full of curious interest as all these points are, still more curious are the laws against the practice of usury, against duelling, and the treatment of all disreputable characters, as well as the laws relating to dress. Among our modern fashionable ladies think of a duchess or a queen who should by law prohibit them from spending more than a third of their dowry at once or at any future time on jewels and outfit, and render it penal for notaries, modistes, and tailors or goldsmiths to furnish them with such goods, or to assist them in evading the law? How would our farmers' wives like to be forbidden to wear silk dresses, or even silk trimmings, or any ornament of either gold, silver, or pearls? No lady, again, in Ferrara was allowed to wear a train of more than half a yard in length, and a secret plan was devised by which fathers and brothers could, without risk of discovery, give information of such daughters and sisters as violated the edict. A box was placed at the entrance door of the cathedral, near the font for holy water, and into this box might be dropped slips of accusation against ladies who dared to break the law as to long trains. One key of this box was in the hands of the syndic, a second in those of the judges' officer, and a third under the care of the Podesta of Ferrara. But, however well devised the laws may have been, as far as Mr. Gilbert can trace their working, no record can be found of any culprits being really punished. Our present fashions at times are absurd enough, but the ladies of Lucrezia's day seem to have followed fashions equally absurd and outrageous; *e. g.*, the Mrchioness of Mantua, who wore a robe of black satin embroidered with notes of music; another fair dame, on whose robe were no fewer than 600 figures exemplifying the life of Christ: while others of still more fantastic taste were covered with representations of wild beasts, panthers, and lions. And what the ladies followed as the laws of beauty, the gentlemen vied with them in exceeding. The offences charged against them are really laughably absurd. They dared to wear black mantles and hoods of silk hanging down behind, like heralds' labards with slits for their arms; mantles long enough to touch the ground and waistcoats of satin! trousers which covered the whole foot, shoes of black leather instead of white, showy bonnets and gold chains, while, *horribile dictu*, widows wore daintily worked gloves of delicate dog-skin, and young ladies indulged in tails to their dresses, and brocade bands with gilt buckles round their waists!

In the midst of this gay world of fashion the Madame Rachels of the period found abundant and profitable occupation; and in a list of perfumer's wares to be had in Ferrara we find powder of white mushrooms, white and red coral, and powdered talc; dark powder for the eyelids, and snow for the cheeks, with no lack of hair dyes for turning locks of raven into gold. This was the city in which Lucrezia, as Duchess of Ferrara, lived for nineteen years, and during the whole of this portion of her career maintained a clear and undoubted reputation for unblemished piety of life, from the first day of her arrival until her death.

In many respects, such as the laws which regulated the commerce, the traffic, the internal economy of the city, and the edicts affecting criminals as well as the pauper population, the management of Ferrara might furnish many a useful hint to the great cities of modern Europe; and in drawing up many of these there is doubt that Lucrezia had a decided hand.

The materials for framing a life of this famous woman are of the scantiest kind; and if Mr. Gilbert has been driven to eke out his scanty materials for a second volume with glimpses of her contemporary history, his additional matter is at least well chosen. We have pleasant pictures of many men and things, which to Lucrezia must have been well known, all that relates to Ercole Duke of Farrara, the Venetia Invasion, the two Popes, Julius II. and Leo X., as well as the minute account of the duchess's life in Ferrara—is of exceeding interest to the general reader, and of real value to the student of history.—*Standard.*

* *Lucrezia Borgia, Duchess of Ferrara.* A Biography, illustrated by rare and unpublished documents. By William Gilbert, &c., Two Vols. Hurst and Blackett, 1869.

THE KHIRGIZ REBELLION.

The Khirgiz rebellion announced by the Russian papers appears, by the last accounts in the home papers, to have spread to the country of the Don Cossacks, who are stated to have united with the Kalmoucks and the Khirgiz in their attempt to cast off the Russian rule. Several thousands of Don Cossacks have crossed the Volga above Sarepta to join the other rebels on the left bank of the river, a large body of whom have gone to attack the town of Ouralsk, on the river Oural, and the Russian garrison on the Orenburg frontier, together with those of Kazan, Simbirsk, and Saratoff, have been ordered to march against them. The scene of this rebellion is the same as that of the famous insurrection of Pougatcheff, who gave himself out to be the Emperor Peter III., and obtained so many adherents to his cause that he nearly penetrated to the gates of Moscow. —*Pall Mall Gazette.*

CROPPING DOGS' EARS.

Mr. Ingham, the police magistrate, has decided that it is cruelty to crop a dog's ears, and has inflicted a fine of 5*s.* each on James Bye and George Hudson for this offence. Two veterinary surgeons said it was cruel. Sir E. Landseer was of the same opinion, and stated that the Queen protested against cropping and had never had a dog's ears cropped in her life. Under these circumstances, unless the defendants could have brought up more veterinary surgeons, another great artist, and another monarch to say it was not cruel, they naturally had no chance and were accordingly convicted, Mr. Ingham saying that if he had followed his own feelings he would have sent them to prison, but for the argument which he could not resist, that they were foolish persons. The practice of cropping puppies' ears is probably, as Mr. Ingham remarked, a barbarous relic of a barbarous age; so is the practice of docking horses' tails, ringing pigs' noses, boring ladies' ears before they come of age. It is cruel and barbarous to array a footman in plush breeches and make him uncomfortable and ridiculous; but when we are summoned before Mr. Ingham to give an account of these barbarisms, would it not be sufficient for him to fine us on our first conviction without threatening to imprison us unless we can prove ourselves fools? We might not always be ready with the proof, and at all events should have due notice that we are liable to imprisonment for fashionable barbarities.—*Pall Mall Gazette.*

THE EXPLORATIONS AT JERUSALEM.

Mr. Emanuel Deutsch, the writer of the Talmud article in the *Quarterly*, has prepared a report on the operations of the Palestine Exploration Fund in Jerusalem and elsewhere. He holds that, important as are the results already obtained, the labours of the explorers are only in their infancy, and ought to be carried out on a far more extensive footing. The chief interest of Mr. Deutsch's report lies in his observations on the singular marks discovered on the foundation courses of the great wall of underground Jerusalem, 90 feet below the present surface:—

I have come to the following conclusions:—1, The signs cut or painted were on the stones when they were first laid in their present places; 2, they do not represent any "inscription;" 3, they are Phœnician. I consider them to be partly letters, partly numerals, and partly special masons' or quarry signs. Some of them were recognizable at once as well-known Phœnician characters; others, hitherto unknown in Phœnician epigraphy, I had the rare satisfaction of being able to identify on absolutely undoubted antique Phœnician structures in Syria, such as the primitive substructures of the harbour at Sidon. No less did I observe them on the "bevelled" stones taken from ancient edifices and built into later work throughout Phœnicia. For a most striking and obvious instance of this I would point to the ruins of "Cæsarea Philippi," standing above the stones of which—old Phœnician stones to wit, immured in their present place at subsequent periods—teem with "Fantasias" identical with those of Jerusalem. These signs have, to my knowledge, never been noticed before, as, indeed, I was the first to point them out to the very excavator of the famous Ashmunazar Sarcophagus himself—a Syrian gentleman resident at Saida, and well acquainted with all the extant remains. It may not be superfluous to add that, though I found extremely well-preserved painted frescoes in Phœnician tombs, all the stone-marks just alluded to were cut, not painted. I think all attempts to determine the exact meaning of each and all of these technical signs would, at least at this stage, be premature. If the excavations are properly carried on, I venture to predict the occurrence of similar signs on corresponding rows of the wall—signs which conjointly with those now discovered may contain not only a full explanation of their own purport, but also solve perhaps some other vital question regarding the plan of the whole building.

FROM LONDON TO BOMBAY "DRYSHOD."

TO THE EDITOR OF THE "DAILY NEWS."

Sir,—In one of your leading articles which appeared in the issue of your journal on the 22nd inst., I see you quote from a report just published, addressed by Captain Tyler to the Board of Trade, in which he says —"The hope of the Indian traveller must be nothing less than to pass dryshod from London to Bombay;" and you say, "A study of British interests and British enterprise leads him to believe that one day the railroad train from London will run through a submarine tunnel from Dover to Calais, across Europe, over the Bosphorus by a bridge, and forward by railway down the Euphrates Valley, and round the Persian Gulph to Bombay."

I am delighted to see Captain Tyler's able advocacy of my proposal, for I have written on the subject and used every effort during the last two decades and a half single-handed and alone, to impress the advantages and importance of this great undertaking, which is not with me a Utopian idea, but a practical project which I am ready to carry into execution. I am anxious to rectify what might lead to a mistaken impression on the subject, and I will not trespass further on your space now, but I hope on a future occasion, with your permission, to throw more light upon what is gradually becoming one of the principal problems of the day.—I am, &c.,

Wm. H. Villers Sankey,
Civil Engineer and Cor. Member of the Royal Dublin Society.
London, May 22.

The *Nation*, which is audacious enough to mock at most of the conceits of the Americans, and to treat with ridicule some of their most cherished illusions, touches upon a point already raised here, namely, whom does Mr. Motley represent? He is only nominated by the President and approved by the Senate, the very process by which Mr. Reverdy Johnson was chosen. The treaty which Mr. Johnson concluded embraced all the terms, and more, which Mr. Adams demanded. What guarantee can we have that Mr. Motley's acts will not be repudiated? The United States treats its foreign Ministers as if they were postmen. They are now and then ordered to deliver a despach; but even when they are strictly following positive instructions in a negotiation their work is contemptuously set aside.—*Pall Mall Gazette.*

COURTS MARTIAL.

The second and more important report of the Royal Commission on Courts-Martial will shortly be made public. The recommendations, though scarcely of the thoroughly satisfactory character demanded, are important moves in the right direction. Among the more important are the reduction of our military laws to a more simple and comprehensible shape; the institution of *viva voce* examination, unless where either prosecutor or prisoner requires that the present absurd system be adhered to; better measures for the instruction of officers in the military law they have to administer; the immediate promulgation of the sentence in case of acquittal; the publication, for the guidance of future courts, of the reasons for not confirming the finding and sentence. From what we learn, no clear change has been made in the position of the legal "friends" of prosecutor or prisoner; but a minority of the Commissioners are believed to have been favourable to the presence of a man of judicial experience, who would act as assessor to the Court in matters of evidence, and guide them to a trial of the issue in the manner most conformable to law.—*Army and Navy Gazette.*

ROMANTIC CASE OF ADOPTION.

Some remarkable litigation is expected to result from a case which has been brought to light in Liverpool. It is said to arise out of the disputed succession to some heritable property in Ireland, left by a gentleman in that country to a lady and her husband, not long since returned from Australia. The story is singular, if not romantic. Forty years ago a stonemason named M'Intyre left Glasgow to settle in Dublin. There he married a young woman named M'Gee, of humble birth. A year or two afterwards M'Intyre and his wife, accompanied by their daughter, went out to Australia. At that time the only means of access to the colony was by transport ships, conveying convicts from this country, and these vessels, in addition to the convicts, occasionally carried a few passengers. In one of these ships M'Intyre and his wife and daughter embarked. In the course of the voyage the surgeon's wife, who had no family, took a great liking to M'Intyre's little girl. The ship was wrecked, M'Intyre, his wife, and the surgeon's lady being amongst those who perished. The surgeon escaped, and he rescued the child. After an interval of some months, the surgeon and his little charge arrived in Australia, where he ultimately realised a large fortune. He brought the child up as his own, and remained there long enough to see her the wife of a wealthy colonist. Having done this the surgeon returned to Ireland, his native country, and purchased a large estate in the country of Wicklow. He then sent for his adopted child and her husband, who obeyed the summons; and not long after their arrival he died, bequeathing to them the whole of his property. Some of the Scotch relatives of the surgeon now claim the property. Within the last two or three weeks, three persons have arrived in Liverpool from Australia, who have been brought over specially as witnesses in the case, if they should be required. The will of the doctor is disputed, as in the document the lady is treated as his child.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. The thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors bills." Made simply with boiling water or milk. Sold by the Trade only in ½ lb., ¼ lb., and 1 lb. tin-lined packets, labelled—James Epps & Co., Homœopathic Chemists, London.

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For London via Havre.

1171 Pembroke Castle, Ogilvie—W. Nicol & Co.

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1170 Annie Royden—Remington & Co.
812 Falcon, Howlen—Finlay, Scott & Co.
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1151 Corra Linn, Lamont—Merwanji Nusserwanji.
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1260 Oriflamme, Dougal—Ritchie, Steuart & Co.
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For Rangoon.

1040 Barham, Phillips—Stenhouse & Co.
1094 Elizabeth Fry, Foster—John Farrar & Co.
639 London, Young—Wallace & Co.

For Calcutta.

944 Armenian (s), Mackintosh—D. Sassoon & Co.
1025 Burmah (s), Gray—B. I. S. N. Co.
375 Gauloise, Mony—Blackwell & Co.
1300 Hooghly, Longford—W. Nicol & Co.
1217 Oneiza, Spurr—Ritchie, Steuart & Co.
1199 Robert Lees, Wilkins—Finlay, Scott & Co.

Zanzibar.

1034 Ivanhoe, Robertson—Sir C. Forbes & Co.
735 Mongyne, Scott—Captains order.